

# Latitude 38

VOLUME 240, June 1997

WE GO WHERE THE WIND BLOWS



BULK RATE  
U.S. POSTAGE

**PAID**

PERMIT NO. 2377

Los Angeles

CALIFORNIA



# It's not how big it is...



## Actually, it's how small it is.

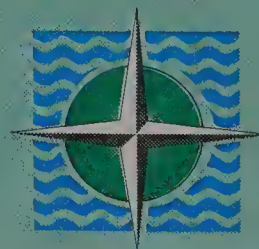
It's how it makes you feel and where you dock it. Your boat is 30'. Why pay like it was 130'? Size doesn't matter at Grand Marina. We make you feel like an owner of a 130-footer. If your boat is 36' or under, don't make another marina payment until you called Grand Marina and checked out our custom-size rates and state of the art facilities. Grand Marina's central bay location in peaceful Alameda, offers the perfect home for your yacht, whatever size it is.

### FACILITIES:

- Over 400 Concrete Berths 30-60 ft.
- Secured Gatehouses (Key Accessed Only)
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- Cable TV & Telephone Services
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- Rigging Shop
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# Seal of Approval

Steve Seal and Larry Riley have just finished commissioning *Silkye*, their new Wyliecat 30.

Silkyes, according to the folklore of Irish and Scottish fisherman, are seals that can shift into human form and back again. They change their shape to befriend us and even save us from the perils of the sea. Steve and Larry's catboat, with its single sail, is the quintessential "shape-shifter," easily changing from short-handed or fully crewed racing to cruising with family and friends.

The Wyliecat is rigged with a flexible carbon mast, allowing for "shape shifting" of the Wyliecat's main to power the boat in light air and depower in heavy, to point up and to reach off and to run. So the sail must be carefully designed to adjust to the changing conditions. Larry and his crew, John Skinner, tested their Pineapple mainsail's versatility in this year's Doublehanded Farallons Race -- and finished first in their division and fifth overall in a fleet of 120 boats.

Pineapple Sails is legendary for quality and performance. Steve and Larry would have no other sailmaker build their "suit of sail."

Visit our web site:  
[www.sailmaker.com](http://www.sailmaker.com)

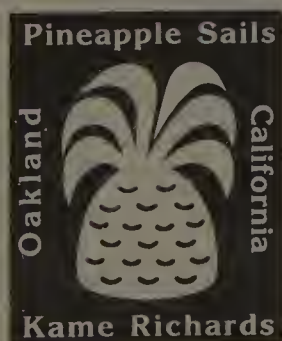


Photo: Mariah's Eyes (510) 521-1196

\* *Silkye*

DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:  
West Marine Products in Oakland or Stockton  
Svendsen's in Alameda & Seabird Sailing Center in Berkeley  
Bay Riggers in Sausalito



## PINEAPPLE SAILS

Phone (510) 444-4321

Fax (510) 444-0302

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

\*Powered by Pineapples



## See Our Quality New Listings



**'95 STEEL SCHOONER 60'**  
Where do you want to go?  
**\$385,000**



**'92 CREALOCK 37**  
Loaded & lovely.  
**Reduced - \$170,000**



**'92 BENETEAU FIRST 38s5**  
Like new.  
**\$109,500**



**'90 MOORINGS 500**  
By Beneteau.  
**\$199,000**

### BEST BROKERAGE BUYS

#### SAIL

* 27' ERICSON .....	10,500
* 27' SEA RAY, 1982, engine overhaul .....	21,900
* 30' YANKEE, 1975 .....	18,500
* 30' SOUTHERN CROSS .....	offers/27,500
* 30' CATALINA, 1981 .....	18,500
* 30' ALLIED SEA WIND Ketch, 1971 ..	23,500
32' ISLAND PACKET, 1991 .....	115,000
35' PACKET CAT, 1993 .....	194,500
* 36' CATALINA, 1989 .....	68,500
36' CAPE GEORGE CUTTER, 1975 ..	78,000
* 37' CREALOCK, loaded .....	170,000
38' ISLAND PACKET, '90 .....	Inquire
* 38' HANS CHRISTIAN, 1981 .....	Inquire
40' PASSPORT, 1984 .....	2 from 139,000
* 46' CAL 2-46, 1974, customized ....	110,000

#### BENETEAU BROKERAGE

* 31' BENETEAU 310, '91 .....	49,900
38' BENETEAU 38s5, 1992 .....	109,000
* 43' MOORINGS 432, 1988 .....	91,000
* 50' MOORINGS 500 .....	199,000

#### SELECT NATIONAL LISTINGS

35' ISLAND PACKET, 1990 .....	127,900
38' ISLAND PACKET, 1988 .....	138,000
39' BENETEAU OCEANIS 390, '92 ..	114,000
40' PASSPORT, 1984 .....	178,000
40' BENETEAU FIRST 40S, 1987 .....	89,000
41' BENETEAU FIRST 41s5, 1983 ..	138,000
42' BENETEAU FIRST 42, 1982 .....	79,500
50' MOORINGS 500, 1990 .....	195,000
62' BENETEAU, 1993 .....	595,000

\* These boats are located in Richmond



**BENETEAU FIRST 310, '91 . \$49,900**



**ISLAND PACKET 32, '91 ... \$115,000**



**PASSPORT 40, '84 ..... \$139,000**  
2 to choose from



Dealer For:

Beneteau • Island Packet • Saga  
1230 Brickyard Cove Rd.  
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**(510) 236-2633**  
Fax (510) 234-0118

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also generates  
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COVER PHOTO: *The late Kermit Parker doing what he loved best—aboard "Numse" at the '96 Master Mariners.*

COVER PHOTO BY: *Bob Vespa*

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.



# SAVE 10% ON A NEW BOAT (REALLY)

You may expect to get a deal on an old model or a closeout model, but a brand **new** model? Yes, get a fantastic **new** boat and save a **bundle**! We have 5 openings in our display fleet for select **new 1998** Beneteaus and Island Packets. If you take delivery of one of the qualifying **new** boats and place it in our exclusive display fleet you will receive huge savings, free berthing and professional maintenance. In return, we show your boat to prospective buyers when you aren't using it. IT COULDN'T BE SIMPLER.

**New 1998 models** will be shipping soon. Due to the large number of models offered by our manufacturers, we can offer 5 buyers this rare opportunity. Beneteau alone has over 20 models. We can't stock them all. Be the first to buy one of the new models and save a lot of money.

All boats are delivered in full sailaway condition with full commissioning, electronics package, safety package and anchor package.

**This is a onetime offering. Only one boat of each type will be placed in this program.**



1230 Brickyard Cove Rd.,  
Pt. Richmond, CA 94801  
**(510) 236-2633**  
Fax (510) 234-0118

## The Five Qualifying Boats

### NEW OCEANIS 381



All new for '98! Speedy, roomy and elegant, all at a very affordable price. Fully equipped with furling main and genoa, refrigeration, windlass, and Beneteau Quality.

Regularly	Net Price	Save
\$153,500	\$137,718	\$15,788

### NEW ISLAND PACKET 350



After delivering 3 of these new boats, sight unseen, we understand why over 40 of these have been sold since their introduction in October '95. With 2 huge staterooms, a swim platform and a low price, this cutter is a super value.

Regularly	Net Price	Save
\$173,500	\$154,938	\$18,562

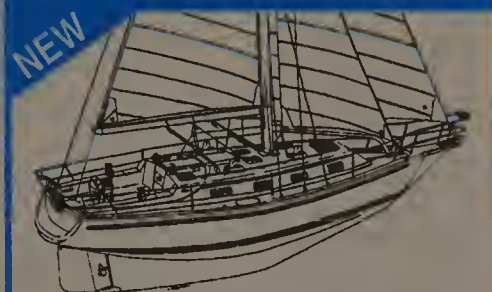
### NEW BENETEAU OCEANIS 352



Beneteau has improved the highly successful Oceanis 351 by adding a larger settee, new cabinetry, stern seats, a new helm station, new chart table, and a redesigned companionway for offshore cruisers.

Regularly	Net Price	Save
\$119,900	\$110,400	\$12,062

### NEW ISLAND PACKET 320



#### NEW FOR 1998!

Island Packet has just announced their new 320. This new 32-footer includes many of the same features found in the highly successful 350, such as large pullman-style double berths fore and aft, spacious main saloon, famous Island Packet galley, and swim platform. The 320 is an ideal choice for the cruising couple or family looking for quality, safety and easy operation.

Regularly	Net Price	Save
\$149,900	\$132,558	\$17,342

### NEW BENETEAU 36 CC



This exciting new center cockpit performance cruiser has an interior that must be seen to be believed. A great aft cabin and large main salon set the standards for liveaboard comfort below 40 feet.

Regularly	Net Price	Save
\$149,900	\$134,765	\$15,135

### FAST SAGA 43



The Saga 43 is the perfect boat for singlehanded sailing and fast, easy cruising. If the horizon is beckoning you, check this boat out!

**New Beneteau 40 Center Cockpit and Island Packet 40 Just Arrived!**

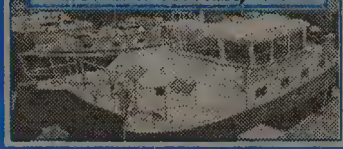


# Bay Island YACHTS

## MULTIHULLS BROKERAGE *New Production* (510) 814-0400

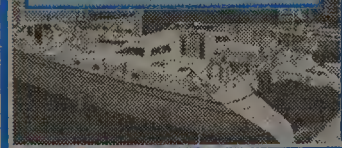
### BROKERAGE

28' CAT FISHER, '79



3 staterooms, inside steering, dual props and more. \$65,000.

48' PRIVILEGE 14.7



We have two available from \$295,000, one local and one in the Islands.

42' LAGOON, '96



Full electronics, gen set, AC and everything else. \$369,000.

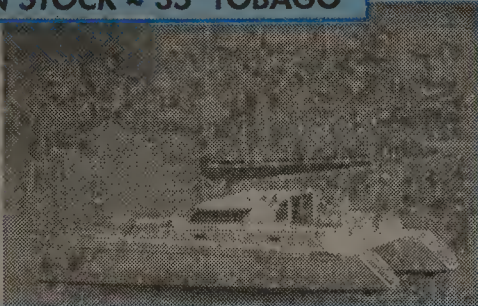
39' PROUT MANTA



Built in 1995 and ready to cruise. In our St. Maarten office. \$269,000.

### NEW & IN STOCK ~ 35' TOBAGO

If you missed this one at the Boat Shaws, now is the time to stop by our office and take a serious look. Comparable to most 40' monohulls in interior volume and performance but you don't spill your beverage when you tack or gybe. Stable at anchor and safe in the ocean. What more could you want?



### Multihulls Worldwide

35' TOBAGO, '93 .....	\$169,000	43' ST. FRANCIS, '94 ....	\$275,000
37' LAGOON, '93 .....	\$205,000	46' CASSAMANCE, '88	\$229,000
38' ANTIGUA .....	\$154,900	47' LAGOON, '91 .....	\$315,000
39' PRIVILEGE .....	from \$169,000	47' HARMONY, '91 .....	\$299,000
39' POLYNESIA, '91 .....	\$135,000	48' PRIVILEGE 14.7 .....	\$295,000
40' NORSEMAN .....	\$129,000	48' PRIVILEGE 482 .....	\$375,000
42' LAGOON, '91 .....	\$229,000	50' GRAAL, '93 .....	\$415,000
42' PRIVILEGE, '92 .....	\$399,000	55' LAGOON, '89 from	\$429,000
42' GRAAL, '90 .....	\$229,000	57' LAGOON, '93 .....	\$730,000
42' CATANA, '90 .....	\$250,000	64' SHUTTLEWORTH .....	\$995,000
42' VENEZIA, '93 .....	\$295,000		

### CHARTERS WORLDWIDE

Next time you consider a vacation on a boat in some far away, secluded anchorage, give us a call. Our experienced Charter Consultant has the ability to book you a boat anywhere from the Pacific Northwest to the Caribbean to Tahiti. Make one call and get the best deal! Monohulls or multihulls from 30' to 65'+. Complete air & lodging packages available. Call Lana at (888) 814-8719.

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34' CREALOCK, '84 ..... \$102,500  
World cruiser; sail away or stay in St. Maarten.



45' BENETEAU 45f5  
Two available starting at \$145,000.



49' BOWMAN, '80 ... \$237,000  
Well equipped vessel for cruising the world.



51' BENETEAU ..... \$179,000  
Ex-charter boat, completely redone, top cond.

### Sail

37' BENETEAU, '90 .....	\$67,000
38' MOORINGS .....	\$59,000
38' ROBERTS STEEL .....	\$120,000
39' CAMPER-NICHOLSON .....	\$84,900
40' OCEANIS, '95 .....	\$139,000
43' OYSTER, '82 .....	\$240,000
43' C&C .....	\$119,000
43' SWAN 431 .....	\$119,000
44' JEANNEAU, '90 .....	\$169,000
44' IRWIN, '92 .....	\$110,000
44' FEELING 446, '92 .....	\$124,000
44' CSY, '77 .....	from \$65,000
44' GULFSTAR, '82 .....	\$119,000
45' BENETEAU 456 .....	\$163,200
45' BENETEAU 456, '85 .....	\$163,200
45' BENETEAU 45f5, '91 .....	\$145,000
46' VENUS .....	\$229,000
48' C&C LANDFALL .....	\$199,000
48' ROBERTS STEEL .....	\$229,000
51' BENETEAU 510 .....	\$179,000
55' SWAN, '70 .....	\$439,000

62' NAUTICAL, '85 .....	\$412,000
75' CUSTOM SCHOONER .....	\$329,000

### Multihulls

36' SOLARIS, '92 .....	\$169,000
36' SOLARIS, '91 .....	\$147,500
37' PROUT, '88 .....	\$142,000
38' TROPIC, '88 .....	\$79,000
39' FAIR CAT, '94 .....	\$179,000
40' NORSEMAN, '91 .....	\$129,000
42' FAST CAT, '87 .....	\$140,000
46' C.N. UNTXIN, '92 .....	\$440,000
48' PRIVILEGE, '90 .....	\$295,000
60' OLLIER, '84 .....	\$175,000
60' SPRONK, '78 .....	\$229,000
64' SHUTTLEWORTH, '90 .....	\$990,000
75' E.T.E.L. CHARTER .....	\$375,000

### Power

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PLEASE CALL FOR A COMPLETE LIST

Now serving buyers & sellers with a fully staffed sales & charter office at Simpson Bay Yacht Club on the Dutch side of St. Maarten. We have numerous boats listed in the marina and throughout the islands. If you're looking for a great deal on a monohull, multihull, power yacht or fixer-upper, call us and we'll send you a complete list. And if we don't have it listed we probably know where it is.

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# Bay Island YACHTS

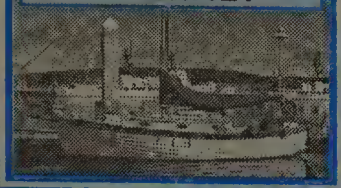


(510) 814-0400



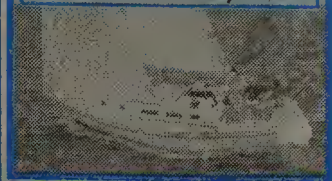
Mike Clausen • Neil Riley  
Chuck Sorensen • Dave Wolfe

27' NOR'SEA



World cruisers, able to fit on a trailer.  
2 from \$55,000.

33' PEARSON, '86



This late model Bay/coastal cruiser is in  
top condition. Just listed!

33' SWIFT, '78



If you're looking for on offshore cruiser  
with lots of room, check this out. \$49,900.

34' ERICSON X



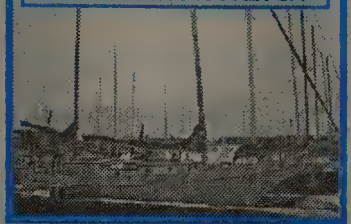
Owner is out of state and very anxious.  
Great racer/cruiser. Asking \$29,950.

41' ISLANDER FREEPORT



Great as a liveaboard and comfortable as  
an offshore cruiser. Asking \$92,500.

41' FORMOSA KETCH



This one is virtually a new boat. Almost  
everything is redone. \$68,500.

44' PETERSON, '76



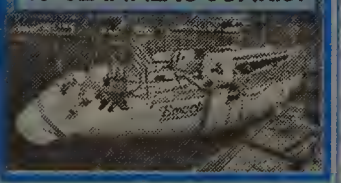
One of the best boats built for world cruising.  
At our dock & real nice. \$124,900.

45' COLUMBIA



Tired of paying rent? Don't like the neigh-  
borhood? Perfect liveaboard. \$62,000.

45' JEANNEAU SUNKIST



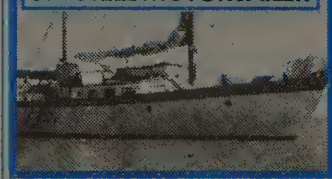
3 enclosed staterooms, great  
performance, perfect for a family  
cruiser. \$114,900.

48' PRIVILEGE 14.7



This 14.7 has new electronics and many  
recent upgrades. Asking \$294,500.

57' STEEL MOTORSAILER



Just reduced and the owner is getting  
anxious. Stop by and see her. \$169,000.

57' CLASSIC ALDEN



One of the nicest classic yachts on the  
Bay. At our dock. \$225,000.

## Small Yacht Division

25' YAMAHA



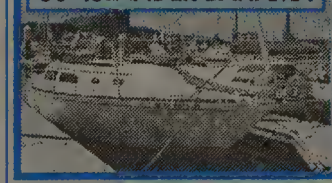
Diesel and lots of interior room.  
Make any offer. \$8,750.

29' CAL



The nicest and best kept Cal 29 we've  
seen. 2 available from \$12,500.

30' ISLANDER BAHAMA



Very affordable boat for the family,  
great on the Bay. \$26,900.

33' WINDWARD



PERFECT! It's the only word that describes  
this Windward. At our dock. \$25,000.

## Small Yacht Division

25' YAMAHA .....	\$8,950
25' C&C .....	\$9,500
27' ERICSON, '78 .....	\$11,900
28' PEARSON, '79 .....	\$19,000
29' CAL .....	\$13,900
29' CAL .....	2 from \$12,500
30' ISLANDER, '84 .....	\$32,000
30' S-29.2C, '85 .....	\$29,950
30' NEWPORT MkIII .....	\$22,950
30' ISLANDER BAHAMA ..	\$26,500
33' WINDWARD .....	\$25,000
34' ERICSON X .....	\$29,950

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QUALIFIED LISTINGS!

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## Big Yacht Division

27' NOR'SEA, '86 .....	\$59,000
27' NOR'SEA, '93 .....	\$73,000
28' CAT FISHER .....	\$65,000
32' ENDEAVOUR .....	\$29,000
33' SWIFT .....	\$47,500
33' PEARSON, '86 .....	New Listing
36' ALLIED PRINCESS .....	\$47,500
38' BENETEAU 38s5 .....	\$109,900
41' FORMOSA .....	\$68,500
41' FREEPORT .....	\$92,500
44' PETERSON .....	\$124,500
45' COLUMBIA .....	\$62,000
45' JEANNEAU, '85 .....	\$119,000
47' VAGABOND .....	\$149,900
47' CELERE .....	NEW \$399,500
48' PRIVILEGE CAT .....	\$298,000
48' CELESTIAL .....	\$200,000
50' GULFSTAR SAILMASTER .....	\$269,000
57' ALDEN, '31 .....	\$225,000
57' STEEL MOTORSAILER .....	\$175,000

Stop by and see us in Grand Marina, Alameda

Home Page: <http://yachtworld.com/bayisland> e-mail: bayisle@ccnet.com

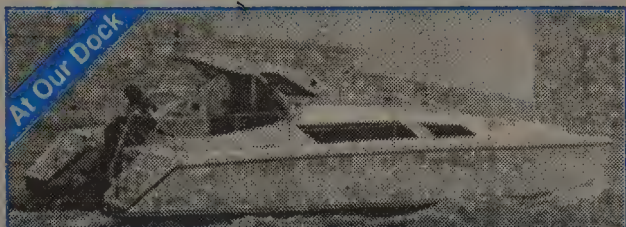
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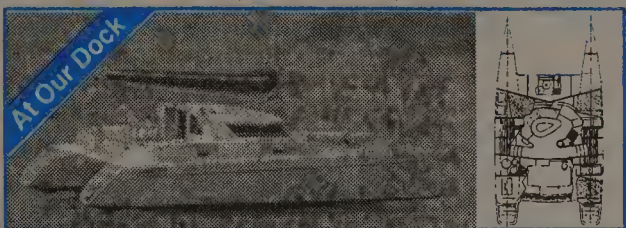
## The Pacific Coast's Largest Catamaran Dealer



Jeanneau's **Lagoon 35** (35' x 16' x 3'). Roomiest 35' cat available. Headroom 6'3"-6'10". 2 staterooms w/huge 7' x 5'1" berths. Galley up in salon for best visibility & ventilation. Twin Yanmar dsls. \$171,700\*. Demo models on SF Bay & Lake Tahoe. (Other Lagoons: from 37' to 67'.)



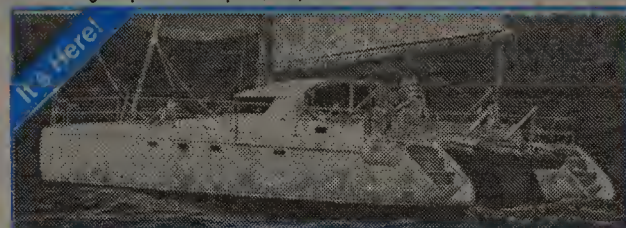
**Gemini 105**: (34' x 14' x 18"). Best value & most popular of all 22 cats we offer! 3 cabins/1 head. Only cat w/ centerbrds; draft 18" up, 5' w/brds down. Only cat ready to cruise without options. Std: 40hp o/b (opt. 27hp dsl), stove, fridge, hot water, rigid bimini & dodger, main & furling gen., s/t winches, compass, anchor & more. \$105,000\*. (Save \$7,000 if last 'Special Intro Price' model still available!)



**Tobago 35** from Fountaine Pajot: (35' x 19' x 3'). Our choice for 'Best 35' Bluewater Cruising Cat.' Extra wide beam = maximum stability. Our new '97 model has dramatically upgraded interior (Padouka hardwood and easy-to-clean laminates). Modern galley-up layout. 3 cabins & 1 head or 2 & 2. Incl's: 2 Yanmar dsls, wind/spd/depth inst., furling gen, more. \$170,000\*. (Sister models: 38, 42, 46 & 56 feet).



The **Seawind 1000** (33' x 19'5" x 2'11") is the big sister of the 850. She's the only under-35 foot cruising cat we know of built specifically for all-weather, bluewater voyaging. Equipped with twin, retractable engines. Your choice: enclosed fiberglass bridgedeck cabin (photo above) or open 'convertible' design. Optional bowsprit. \$169,900\*.



**Venezia 42** (42' x 23' x 3'6") Venezia is a perfect size for serious bluewater cruising and roomy liveaboard comfort, yet exceptionally EASY for one couple to handle. (Same weight as a 37' monohull - BUT same living area as a 54' monohull.) And unsinkable! Available with one entire hull as your customized private suite. Sail at 10-15 kts with NO HEEL. Twin dsls deliver 10 kts AND excellent close-quarters maneuverability. \$300,000\*.

Take a Look! [www.cruisingcatsusa.com](http://www.cruisingcatsusa.com)

## Rod Gibbons' Cruising Cats USA

Grand Marina, 2099 Grand Street,  
Alameda, CA 94501

(510) 814-0251 • fax (510) 814-8765



\*plus s/h, tax & options, etc.

Featuring the world's most popular cruising catamarans:  
Aquilon • Fountaine Pajot • Gemini • Lagoon • Seawind

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SUBMITTING

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- ☐ Enclosed is \$50.00 for one year  
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(Canada: First Class Only)
- ☐ First Class Renewal (*current subs. only!*)
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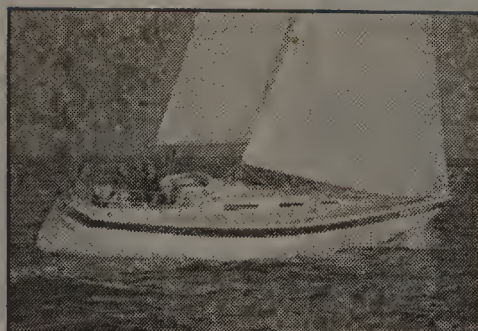
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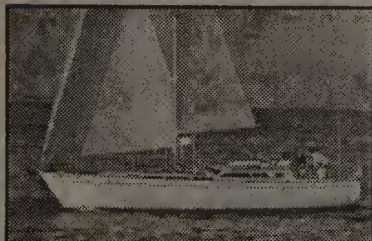


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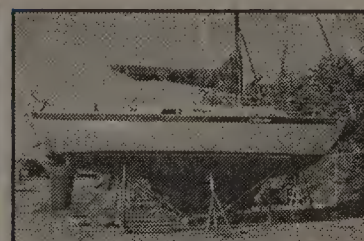
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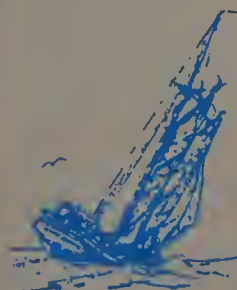
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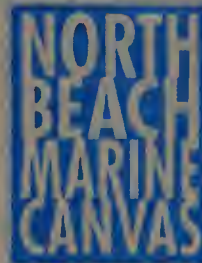


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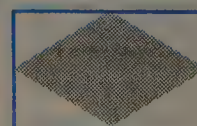
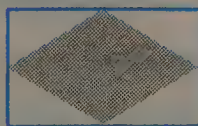
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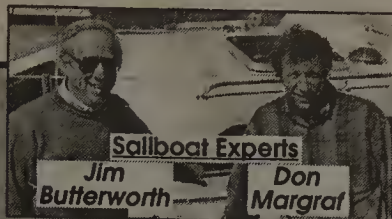


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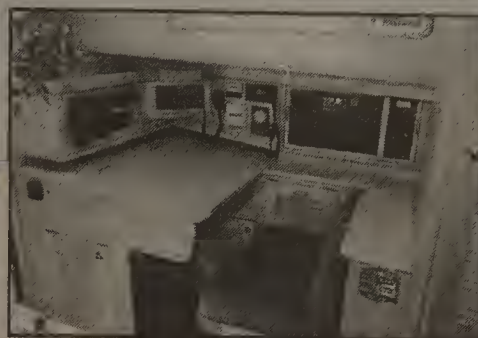
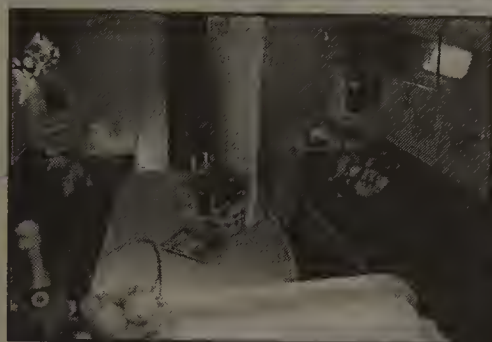


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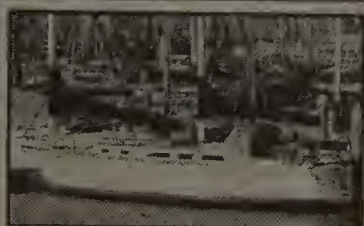
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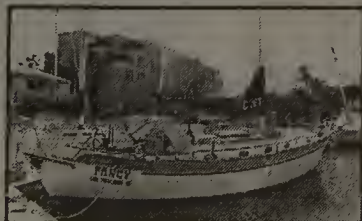
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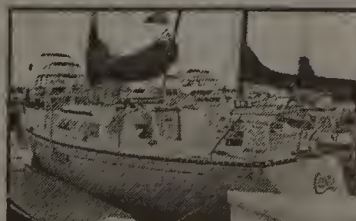
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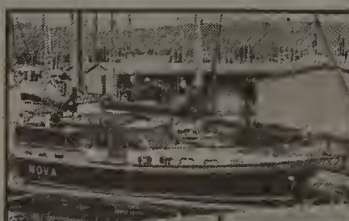
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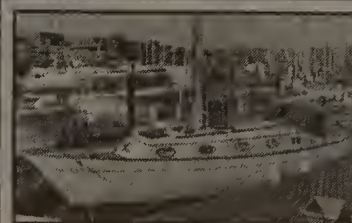
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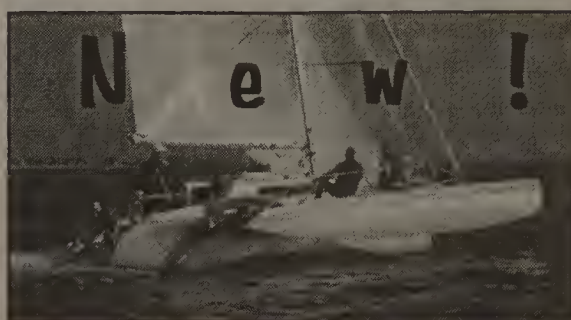


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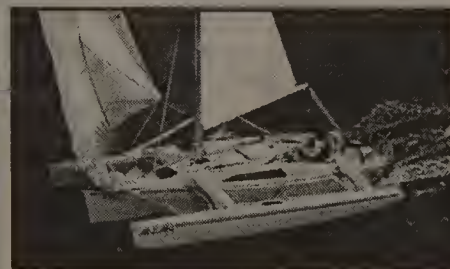


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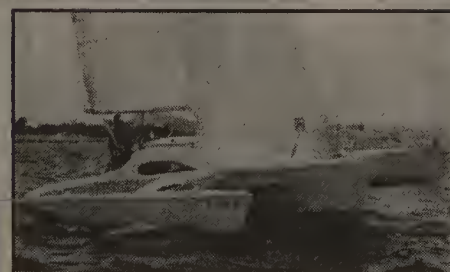


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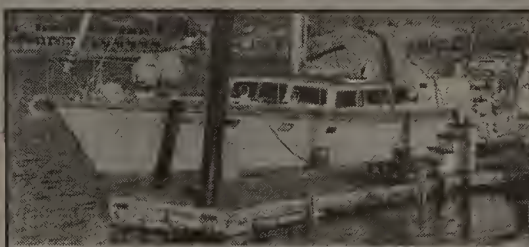


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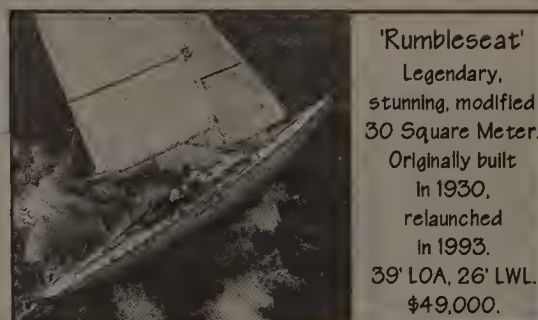
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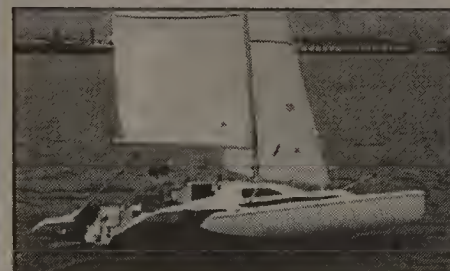
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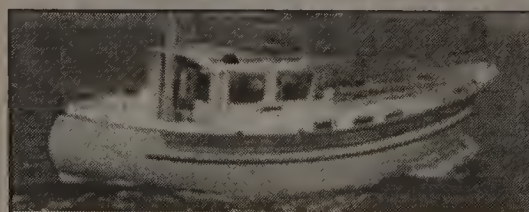
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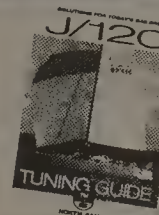
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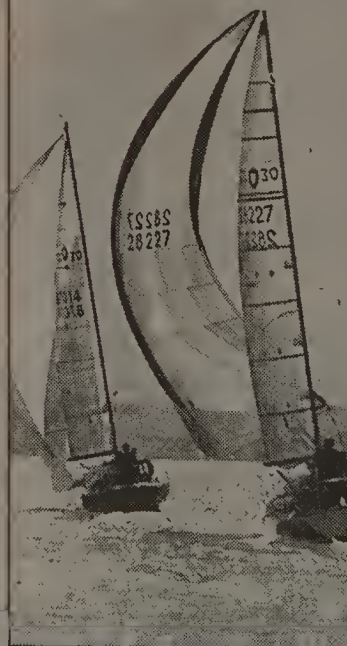


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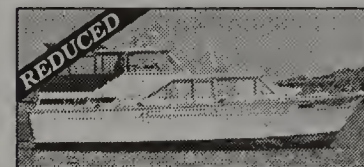
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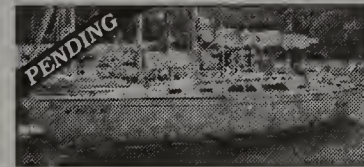
**Baltic 42**

**\$179,000**



**Nautic Saintonge 44**

**\$115,000**



**Sabre 34**

**\$101,500**



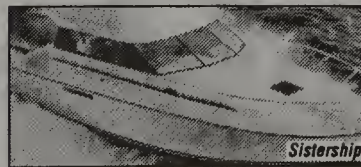
**Baltic 51**

**\$395,000**



**Uniflite 37 CPMY**

**\$60,000**



**Silverton 34**

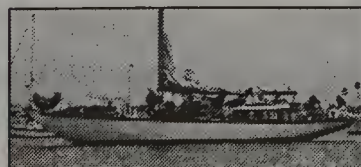
**\$89,900**



**Islander Peterson 40**

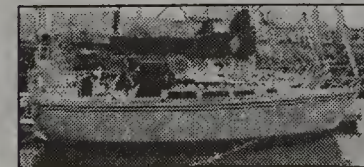
**\$69,000**

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### 1980 CAPE NORTH 43 sister ship

Aft cockpit, radar, r/r, f/r, AP, ham, GPS, davits, inflatable w/motor, sailing dinghy, solar panels, etc. \$112,000



### 1988 IRWIN 43

Center cockpit w/large aft cabin, very clean, genset, inverter, Link 2000, 6 new house batteries. \$120,000



### 1983 BAYFIELD 40 KETCH

Wind powered generator, GPS interfaced w/computer, inverter, large golly, head fwd, 2 cabin aft. \$110,000.



### 1972 ISLANDER FREEPORT 40

New 100hp dsl, genset, workroom, frig, 2 windlasses, great liveaboard ketch. \$54,900



### 1981 CABO RICO 38

New epoxy bottom '95, f/r, AP, cruising spinnaker, hard dinghy. Solid cruiser. \$87,500



### ISLANDER FREEPORT 36

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### ARIES 32

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43' DEFEVER, '79	129,500
42' HERSHINE, '81	85,000
42' HERITAGE, '83	129,500
39' FU HWA, '86	139,500
37' HERITAGE	2 from 69,000
36' ALBIN TRI CABIN, '80	79,900
32' GRAND BANKS, '69	39,999
32' BAYLINER, '85, twin dsls	55,000
31' FU HWA, '83	70,000
30' SUNDOWNER TUG, '83	79,000
26' NORDIC TUG, '83	54,900



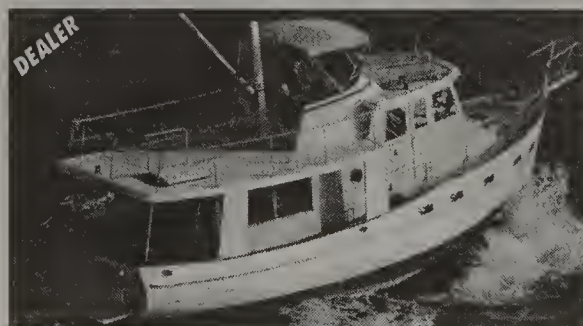
### 1981 CS-36

Exceptionally clean and well equipped. GPS, refer/freezer, large self-tailing winches, dodger, windlass, propane stove. \$59,950.



### 1989 ISLAND GYPSY 32

Europa model w/covered aft deck, boat show special \$99,500. Inquire about new boats 32'-80'.



### KROGEN 42

This classic is being discontinued in favor of the Krogen 48. One hull left - delivery early '98. Call for details. 48' Krogen Whaleback available for inspection early June. Call for appointment.



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Yanmar diesel, VHF, KM, Autohelm, battery charger, clean. \$15,000.

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50' GULFSTAR, '78	150,000
48' COOPER, '76	140,000
44' LAFITTE	145,000
37' DISCOVERY, '71	29,900
37' CREALOCK by Bristol, '79	75,000
36' UNION, '83, low eng. hrs.	65,000
35' CAL, '80, diesel	39,900
35' S&S, '59	35,000
34' C&C, '80, diesel	41,000
34' TARTAN, new diesel	30,000
33' RANGER, Atomic 4	17,900
30' BABA	59,000
30' ISLANDER MKII, diesel	19,900
30' PEARSON 303, diesel	30,000
27' CAL 2-27, diesel	14,900
27' CS, '82, diesel	17,500
27' ERICSON, diesel, new mast	11,950

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CATALINA 320



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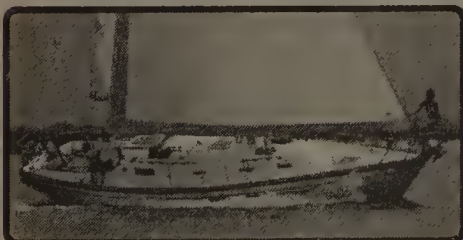
The buyer for your boat will most likely come through our office... where the action is!



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1993 Hunter 35.5



1978 Morgan 382



1987 Nonsuch 30

49'	Marine Trader, 1979	\$170,000
44'	Hylas, 1986, true cruiser	\$185,500
42'	Catalina, 1994, 3-stateroom	\$146,000
38'	Morgan 382	New Listing \$42,000
354	Nonsuch, 1995	New Listing \$174,500
36'	Nonsuch, 1989	\$119,000
36'	Catalina, 1993	New Listing \$89,000
35.5'	Hunter, 1993	New Listing \$81,000
34'	Catalina, 1988	\$57,500
34'	Coronado, 1968	\$16,900
34'	Ticon Cat Ketch, 1988	\$59,500
32'	Dreadnought, 1979, veteran cruiser	\$38,000
32'	Catalina 320, 1994, like new!	\$73,900
32'	Aries 32, 1983, full keel	\$49,500
32'	Encson, 1970	New Listing \$16,500
30'	Nonsuch Ultra, 1987	New Listing \$80,000
30'	Nonsuch Classic, 1983	\$53,500
30'	Beneteau, 1985	New Listing \$38,000
30'	Catalina, 1988	TBA
30'	Catalina, 1979	\$19,900
30'	Coronado	\$11,900
27'	Pacific Seacraft Orion MkII, 1980, full keel	\$49,500
27'	Catalina, 1977	Offers \$8,000
25'	Pacific Seacraft, 1977	\$21,500
23'	Pearson, 1983	\$4,250



1986 Hylas 44



1994 Catalina 36



1979 Marine Trader 49

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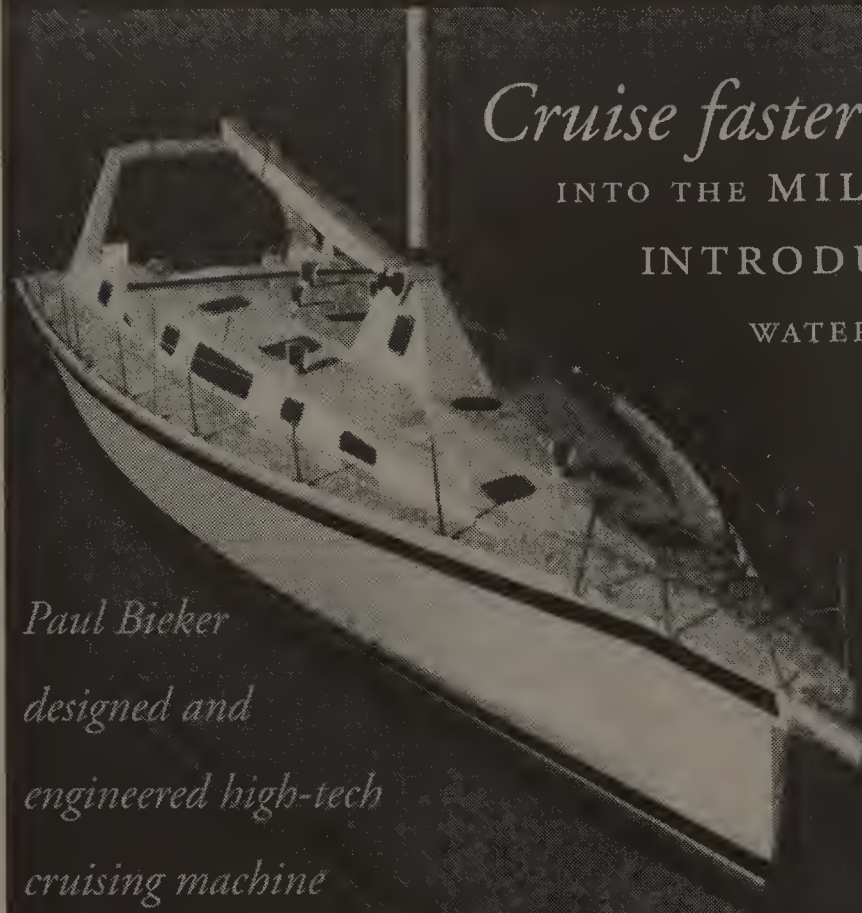
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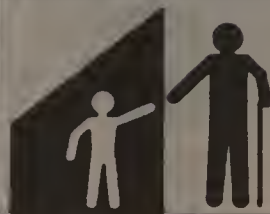
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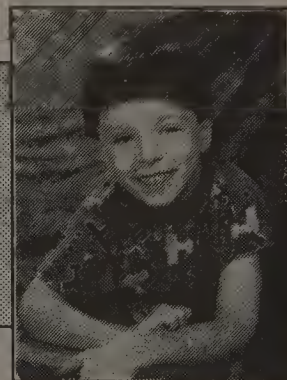
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#### IS THIS YOU?????

- Have you ever gone to use the head on your boat at 3AM only to find it full... and no place to empty it?..... ☐ YES ☐ NO
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*If you answered yes to any of these questions, maybe you should come in and check out Pete Van Inwegen's*

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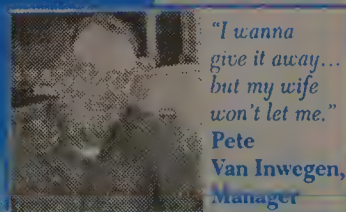
*...by arranging now to have one or both of these units installed on your boat in time for fall use.*

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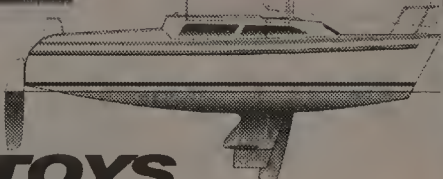


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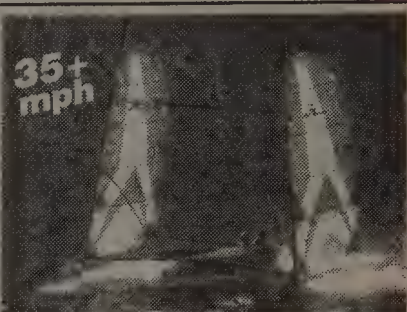
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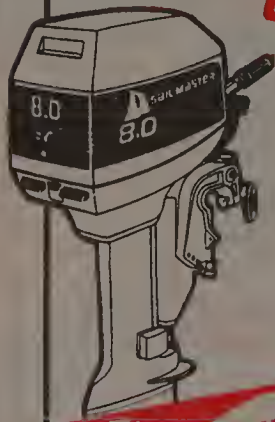


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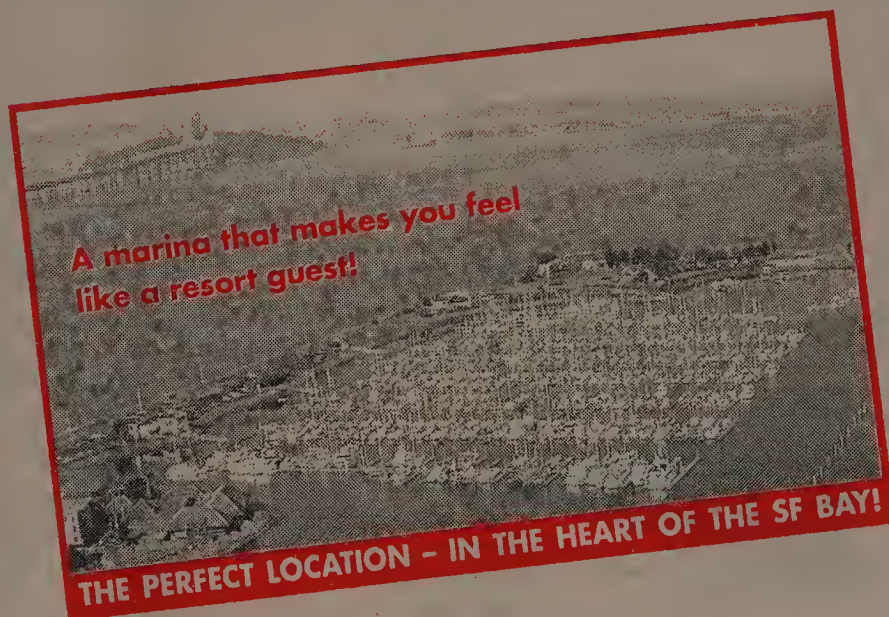
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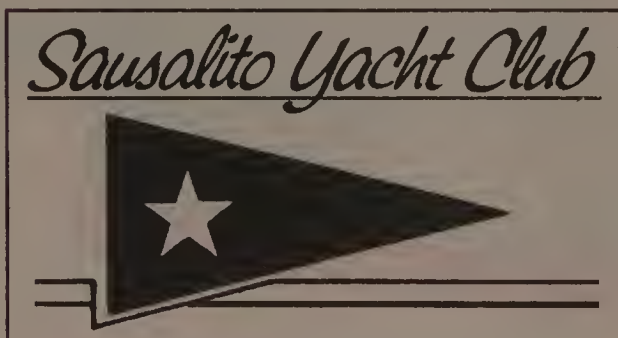
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## CALENDAR

### Nonrace

**June 3, 11** — Orientation nights for Merritt College's weekend field course, "From Tree to Sea." Actual courses are offered on June 21 and 28, and July 12-13. A 'hands-on' opportunity to tour, sail, row and even build wooden boats. Info, Robin Freeman, (510) 848-5713.

**June 7** — Lake Washington SC's Annual Fun Day, including their first summer race, a luau and an evening sail. Begins at 1 p.m. in the Port of Sacramento. Fred Turner, (916) 737-8966.

**June 12** — Coastal Cup seminar, featuring Pineapple sailmaker Kame Richards and assorted other local gunslingers. Topics include finding the fast track down the coast, offshore safety and the best places to get a beer after the race. Encinal YC, 7 p.m., free. EYC, (510) 522-3272.

**June 14** — Oakland YC Flea Market, 8 a.m. to 2 p.m. Seller's spaces available at \$12. OYC, (510) 522-6868.

**June 14** — Islander 36 Cruise to historic China Camp. Dennis, (408) 559-3450.

**June 14-15** — Open Boat Weekend at Marina Village, weather permitting. For more info, call any broker there or the harbormaster's office at (510) 521-0905.

**June 15** — Father's Day — get the old man out on the water!

**June 17** — SF Bay Oceanic Crew Group Meeting, featuring guest speaker Chuck Warren speaking on "Coastal Navigation." Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 979-4866.

**June 17** — "Women Departing for Mexico," a seminar presented by Marilyn Marco at Ballena Bay YC, 7-9:30 p.m., \$10. RSVP, (510) 521-8238.

**June 20** — Friday night, full moon — yahoo!

**June 21** — Aeolian YC Marine Swap Meet, 7:30 a.m. to 2 p.m. Seller's space available for \$10. Food and drink will be available. AolYC, (510) 523-2586.

**June 21** — Tradewinds Sailing Center 35th Anniversary Party at their location in Brickyard Cove. Door prizes, live music, refreshments, boat rides, and more! Details, (800) 321-8972.

**June 21-22** — Master Mariners' Annual Meeting and Dinner on Saturday night, followed by their Boat Show on Sunday at Corinthian YC. The latter event, which will feature about 30 vintage woodies, is open to the public for a nominal fee. Noel Duckett, 472-7653.

**June 22** — Oakland YC's Annual Open House, 2-4 p.m. OYC, (510) 522-6868.

**June 28** — Flea Market at the Sausalito West Marine store, 8 a.m. to 2 p.m. Sellers spaces available for \$10. Info, 332-0202.

**June 28-29** — Ericson 27 Cruise to Berkeley YC. Bill Lewis, (408) 736-5940.

**July 4** — Fireworks Cruise aboard the *Californian* on San Francisco Bay. Sailing, box dinner and beverages for \$60 (proceeds to fund scholarships for teen cadets). Sausalito Tall Ships Society; Alice Cochran, 457-8997.

**July 4-14** — Master Mariners' River Rat Cruise, a chance to mess around on wooden boats in the Delta. Noel Duckett, 472-7653.

**July 15** — Baja Ah-Ha Seminar: "Preparing Your Boat and Yourself for Baja." 7 p.m. at UK Sails (Alameda), free! Sponsored by UK and Waypoint, (510) 769-1547.

**July 19-20** — "Go Sailing!" Open House Weekend at over 250 sites nationwide, including Club Nautique (Sausalito and Alameda), Cruising Specialists (Alameda), OCSC (Berkeley) and Tradewinds (Point Richmond). Sponsored by Sail America, (401) 848-4293.

### Racing

**May 31-June 1** — Moore 24 PCCs at Tiburon YC, hosted by West Marine and Mt. Gay Rum. Party on! Lon Woodrum, 332-5970.

**May 31-June 1** — Teak Deck Regatta, sailed out of Berkeley YC and hosted by KKMI and Leech & Rudiger Sails. An ocean race Saturday, followed by a short Bay race on Sunday — with lots of fun in between! Info, 331-6275.

**June 2-4** — Collegiate Dinghy Nationals, sponsored by Sperry





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# CALENDAR

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Open to all self-righting, monohull yachts, minimum 21 feet in length. (No trapeze allowed.)

Southern California P.H.R.F. ratings applied. Silver awarded to top three finishers in each division.

**SATURDAY, JULY 12, 1997**

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Top-Sider and sailed out of Willamet BC in Portland, Oregon. Sixteen out of approximately 70 college sailing teams have made the finals. See *Race Notes*. Media Pro, (401) 849-0220.

**June 4-7, 1987** — Ten Years After: "It wasn't exactly the Indianapolis 500. Nothing flashy, no wild crashes, no tires flying into the stands. But it was good, cerebral racing." That was naval architect Bob Smith's assessment of the seventh annual Long Beach Race Week, which occurred as the IOR rule was gasping its last breaths. To fill the thinning ranks, Long Beach YC invited the sleds and J/35s to compete as one designs (only the J/35s accepted).

Class winners of the 43-boat regatta were *Jubilation* (Frers 54, Jack James/Paul Cayard), *Quintessence* (R/P 42, Don Hughes/Dave Ullman), *Persephone* (R/P 42, John Woodhull/Benny Mitchell), *Coyote* (Beneteau 40, Irv Loube/John Kosteki), *Allegiance* (Andrews 39, Mike Wooten & Al Davis/Hank Schofield) and *Diablo* (J/35, Tom & Doug Jorgensen). In addition to *Coyote*, Northern California was ably represented by *Blade Runner*, *High Risk*, *Skedaddle*, *Jazz* and *Still Smokin'*.

**June 7** — Delta Ditch Run, a fun downwind sprint from the Brothers to Stockton Sailing Club. StkSC, (209) 951-5600.

**June 7** — Rovanpera Regatta, Laser and El Toro races for youth sailors. Encinal YC, (510) 522-3272.

**June 7** — Colin Archer Regatta, the annual slugfest for heavy displacement double-enders. Encinal YC, (510) 522-3272.

**June 7-8** — J/24 Districts/Etchells Regatta. StFYC, 563-6363.

**June 7-8** — Go For the Gold Regatta at beautiful Scott's Flat Lake (six miles past Nevada City). Gold Country YC; Earlene Tankersley, (916) 432-9449.

**June 7-8** — Drake's Bay Race. Corinthian YC; YRA, 771-9500.

**June 14** — Midnight Moonlight Maritime Marathon, a nighttime pursuit race featuring a three-quarter moon and favorable tides. San Francisco YC; Bob Christensen, 456-1958.

**June 14** — SSS Corinthian Bay Race. Shama Kota, 332-5073.

**June 14** — Cowells Classic, a Jester Regatta in Santa Cruz Harbor. Joe Francis, (408) 476-7392.

**June 14** — South Bay YRA summer series race #3, hosted by Bay View BC. Mike Dixon, (510) 635-5878.

**June 14-15** — Dinghy Invitational for 505s, I-14s and Europes. StFYC, 563-6363.

**June 14-15** — SBRA Clear Lake Regatta, the preferred way for dinghy sailors to spend Father's Day Weekend. Held this year on the Upper Lake out of the state campground. Judy Yamaguchi, (510) 526-SBRA.

**June 14-15** — Veeder Cup Match Race: Santa Cruz vs. Monterey Peninsula YC, (408) 372-9686.

**June 15** — 18th Oakland to Catalina Race — canceled! See *Letters*. Metropolitan YC, (510) 893-MYCO.

**June 20** — 25th Annual South Tower Race, either "140 miles of pure joy" or, if the weather is lousy, a serious binge of pain. Stockton Sailing Club, (209) 951-5600.

**June 20-22** — Woodies Invitational, five races for Birds, Bears, Folkboats, Knarrs and ICs. StFYC, 563-6363.

**June 20-22** — Long Beach Race Week for PHRF boats (222 and below), Americap, ULDB 70s, Turbo Sleds, 'sprit-boats', and various one design classes. Sponsored by Ullman Sails and Mount Gay Rum. LBYC, (310) 493-5173.

**June 21** — El Toro Regionals at Richmond YC, (510) 237-2821.

**June 21** — Hard Day's Night, OYRA's annual 51-mile pajama party. Golden Gate YC; YRA, 771-9500.

**June 23-26** — Catalina 22 Nationals, a family-oriented regatta at Camp Richardson on Lake Tahoe. There are over 15,000 of these popular little boats in the U.S.! Pat McIntosh, (916) 488-4140.

**June 27-30** — North Sails Week in Long Beach. Primo PHRF racing for boats rating between 6 and 174, one design racing (Melgi, Olson 30, Schock 35, J/35, Catalina 37) and fun parties. Bruce Golison, (714) 379-4884.



# A Boat Loaded with EDSON...

## NAVCOM Systems

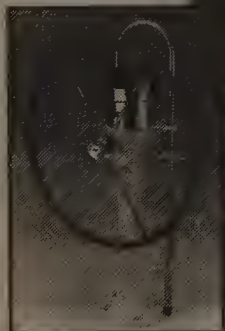
Radar Towers, Instrument Housings, Radar Display Housings, Instrument Mounting Arms, Antenna Extensions, Outboard Lifting Cranes

## Boaters Solutions

Winch Seats, Helm Seats, Chartboards, Leather Wheel Covers, Anti-Surge Valves, Quick Release Nuts, Wheel Storage Devices, Winch Handle Holders

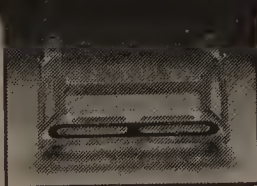
## Cockpit Accessories

Teak Cockpit Tables, Teak Glass Holders, Ditty Boxes, Mounting Hardware, Table Covers



## Steering Systems

Steering Pedestals and Wheels, Engine Controls, Pedestal Guards, Auto-Pilot Tiller Arms, Quadrants, Radial Drives, Sheaves, Cables, Wheel Brakes, Geared Systems

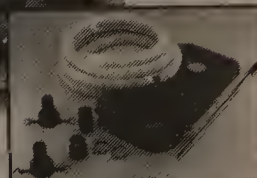


## Dinghy Accessories

One-Step Boarding Steps, Oar Locking Devices, Dinghy Anchors, Inflatable Holders, Davits, Outboard Lifting Cranes, Outboard Motor Brackets, Dinghy Chocks

## Marine Pumps

Emergency Pump Kits, Bilge Pumps, Holding Tank Pumps, Pump-Out Systems



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## FEATURED LISTING

Open Boat Weekend June 14 & 15



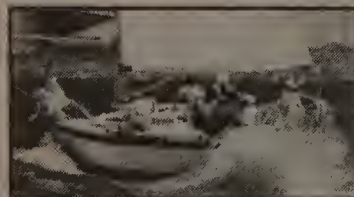
## J/35

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*Parche* is a superbly maintained Valiant 32 that was in fresh water until July '93 when her current owners moved her to SF Bay. This performance-oriented offshore yacht is at our docks now.



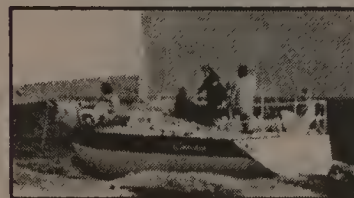
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## SANTANA 35

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## J/80

1996. New boat. Special offer!

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* 42' Hylas, '87, <i>Springbok</i> .....	169,000	* 35' J/35, '84, <i>Cosmic Muffin</i> .....	Offer
* 37' Express, '86, <i>Blitz</i> .....	84,000	* 35' Santana, '78, <i>Take Five</i> .....	35,500
* 37' Express #33, '86, <i>One Eyed Jack</i> .....	79,000	* 35' Santana, '81, <i>Flexible Flyer</i> .....	33,000
* 37' Express, '84 <i>Danville Express</i> .....	86,000	* 35' Santana, '78, <i>Mud Shark</i> .....	36,000
**35' J/35, '90, <i>Rocketeer</i> .....	84,500	**33' Soverel, '84, <i>Dances with Waves</i> .....	40,000
* 35' Oyster SJ Hustler, '88, <i>Cabaret</i> .....	49,500	* 32' Valiant, '85, <i>Parche</i> .....	79,500
**35' J/35, '84, <i>Diablo</i> .....	58,000	* 26' J/80, '96, <i>New Boat Special Offer</i> .....	37,500

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# CALENDAR

**June 28** — Bill and Hillary Classic, a 'coed couples' (which used to be redundant) race with humorous political overtones. This new regatta promises to be completely politically incorrect — and frankly lots of fun! StFYC; Don Trask, (510) 522-0546.

**June 28** — Coastal Cup: 277 delicious downwind miles from San Francisco to Santa Barbara. Encinal YC, (510) 522-3272.

**June 28** — PICYA Chispa/Youth Regatta: Laser and El Toro racing at Sequoia YC, 364-9643.

**June 28—July 7** — 39th TransPacific Yacht Race. See Sightings. TPYC; Dan Nowlan (entry chairman), (619) 490-1010.

**June 29** — Bull & Belle Race, a coed El Toro relay race on Lake Elizabeth. Fremont SC; Diane, 592-0242.

**July 4** — Boreas Race, 90 delightfully schizophrenic miles (no wind, too much wind, then no wind again) from the Cityfront to Moss Landing. Co-sponsored by ElkYC and Oakland YC, (510) 522-6868.

**July 6** — Mayor's Cup/Independence Day Regatta on Lake Merritt. Charles Heimler, (510) 845-6218.

**July 12** — 30th TransTahoe Race, a 28-mile marathon on the "Lake in the Sky" open to monohulls over 21 feet (no trapezes). Tahoe YC, (916) 581-4700.

**July 12-13** — PICYA Championships for the Lipton Cup (PHRF rating band of 48-84), Larry Knight (114-150), Little Lipton (162-198) and Commodore's Perpetual (202-238). Let the games begin! YRA, 771-9500.

**July 12-13** — High Sierra Regatta on beautiful Huntington Lake, weekend #1. Fresno SC; Dave Mosher, (209) 673-2344.

**July 12-13** — Knarr match races at StFYC, 563-6363.

**July 18-20** — Sailing World's Fifth Annual Los Angeles NOOD Regatta at Los Angeles YC. Info, (310) 831-1203.

**July 18-20** — Express 27 Nationals. SFYC, 435-9133.

**July 19** — Silver Eagle Race. IYC, (510) 521-2980.

**July 19** — Plastic Classic Regatta, Concours D'Elegance, and Party for pre-'70s fiberglass boats. Bay View BC, 255-7635.

**July 19-20** — High Sierra Regatta, weekend #2. Fresno SC; Dave Mosher, (209) 673-2344.

**July 19-20** — Santana 22 Nationals at Monterey Peninsula YC. David Demarest, 485-0789.

**July 19-20** — FJ Nationals at Ballena Bay YC, followed a few days later by the FJ Worlds at San Francisco YC. Boats from Japan and Europe are expected. Mark Sutton, 349-5590.

**July 20-25** — Whidbey Island Race Week, conducted by Northwest Marine Productions, (360) 679-6399.

**July 25** — Santa Barbara to King Harbor Race, regarded by many as the perfect SoCal ocean race. SBYC, 805-965-8112.

**July 26** — Second Half Opener, hosted by Encinal YC. Bring your bathing suit! YRA, 771-9500.

**July 28-Aug. 10** — Europe Dinghy Worlds at StFYC, 563-6363.

**Aug. 14-17** — J/24 North Americans. StFYC, 563-6363.

**Aug. 16-29** — 1-14 Worlds: "The Death Roll Dog Brothers kick out the jams and do the wild thing!" Richmond YC, (510) 237-2821.

## Beer Can Series

**BAY VIEW BOAT CLUB** — Monday Night Madness, Spring: 6/9, 6/23, 6/30. Dan Bjork, 863-5012.

**BERKELEY YC** — Friday Night Races, every Friday night through 9/26. Paul Kamen, (510) 540-7968.

**BENICIA YC** — Thursday Race Series, 6/5-6/26 and 7/10-9/25. Kathleen Jones, (707) 746-0739.

**CORINTHIAN YC** — Friday Night Series, through 9/12. CYC, 435-4771.

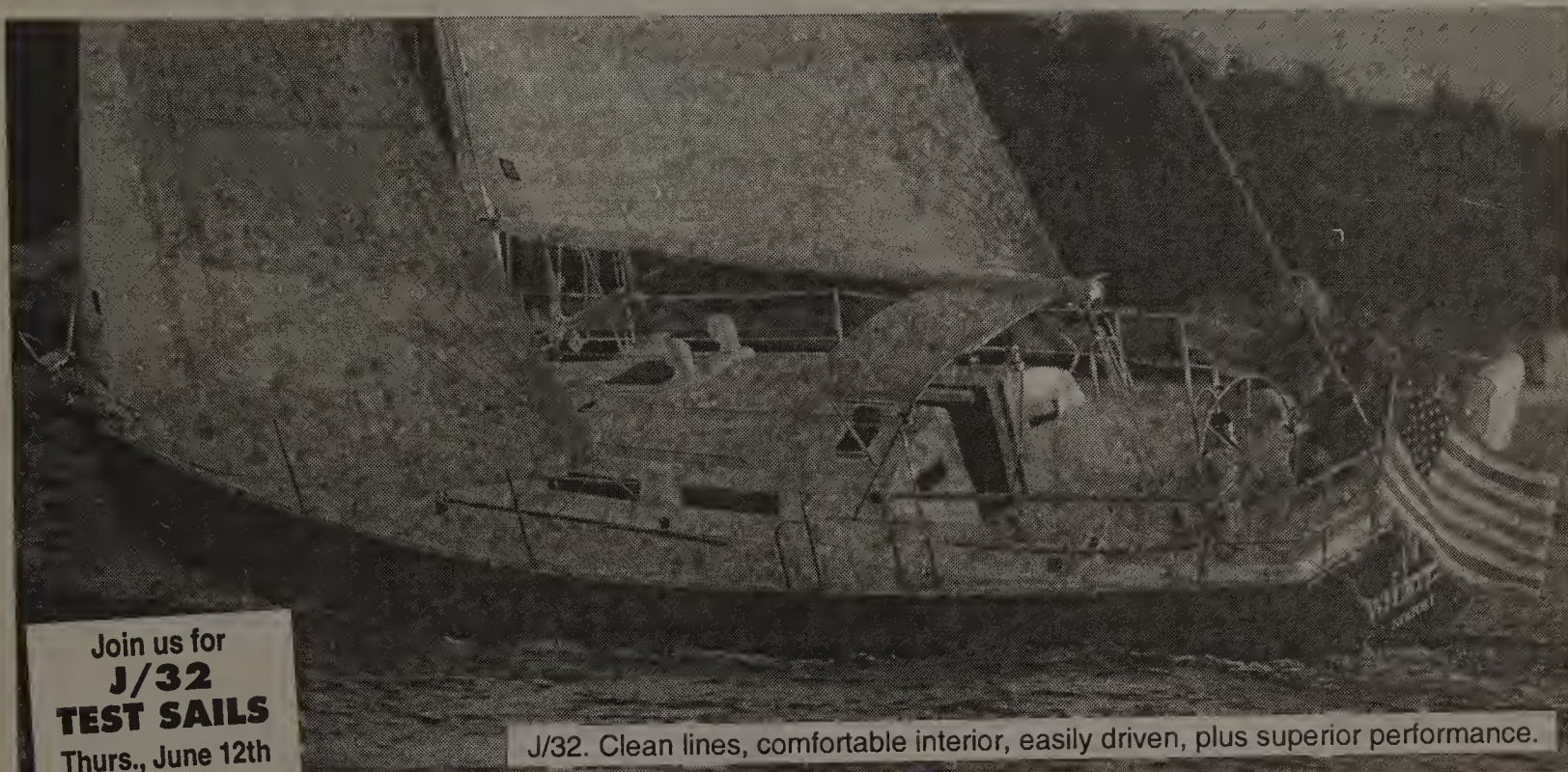
**COYOTE POINT YC** — Wednesday Night Beer Can Races through October 8. Kevin Knick, 347-4850.

**ENCINAL YC** — Friday Night Twilight Series. Spring: 6/6, 6/20. Rob Moore, (510) 530-0460.

**GOLDEN GATE/StFYC** — Friday Night Beer Cans, through 9/5. GGYC, 346-2628, or St. Francis YC, 563-6363.

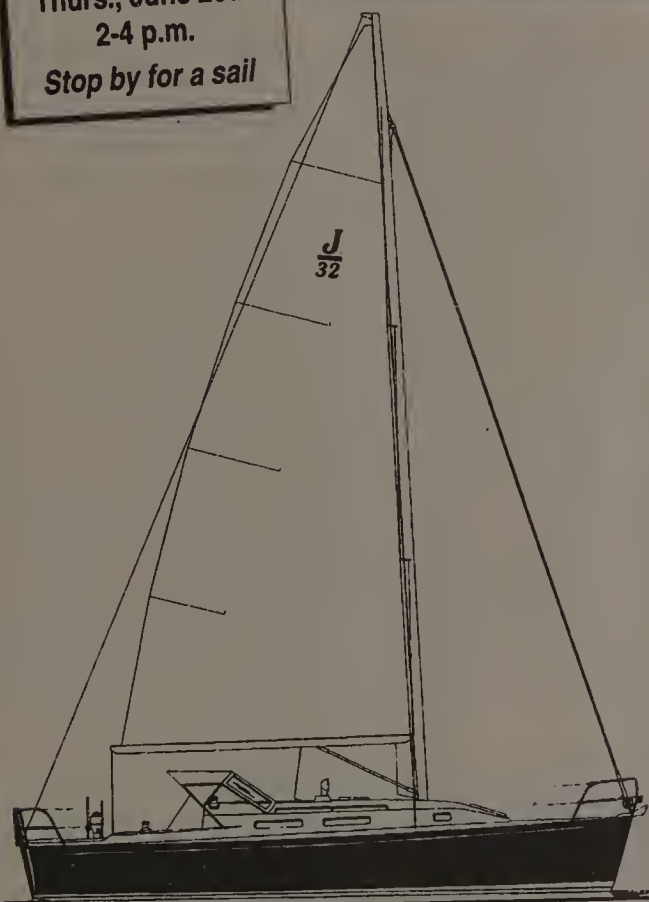


# J/32 - THE SENSIBLE PERFORMANCE CRUISER



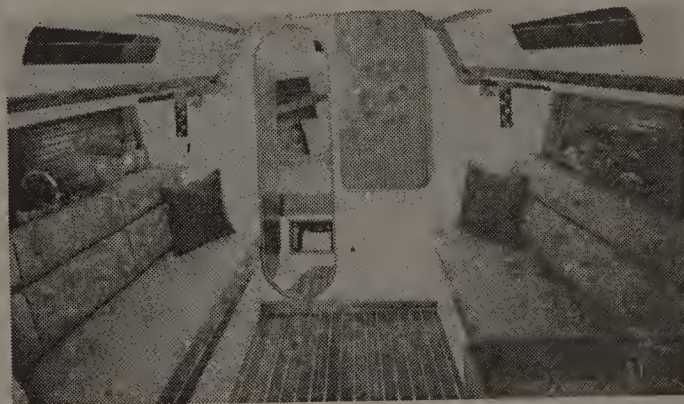
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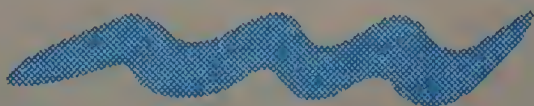
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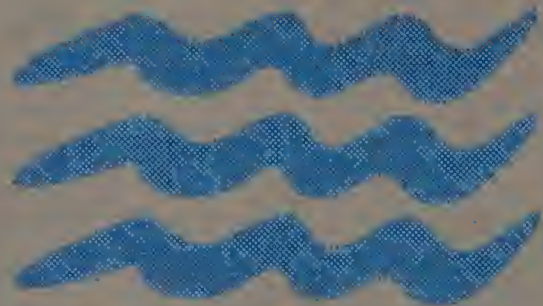
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## CALENDAR

**GOLDEN GATE YC** — Wednesday Night Woodies. Every evening from 6/4-6/25 and 8/6-8/27. Ed Welch, 851-3800.

**ISLAND YC** — Friday Nights on the Estuary. First half: 6/13. Joanne McFee, (510) 534-7317.

**LAKE WASHINGTON SC** — Spring Series, alternate Thursday nights through the end of DLS. Fred Turner, (916) 737-8966.

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 10/8. Jim Craig, (408) 647-1264.

**OAKLAND YC** — Sweet 16 Series, every Wednesday night from 6/4-6/25 and 7/30-9/10. George Gurrola, (510) 843-9417.

**OYSTER POINT YC** — Friday Night Races: 6/27, 7/25, 8/22, 9/26. Alec Kercso, 327-0611.

**PITTSBURG YC** — Thursday Night Series, through the end of Daylight Savings Time. Vernon Huffer, (510) 432-0390.

**RICHMOND YC** — Wednesday Night Series: 6/4, 6/18, 7/2, 7/16, 8/6, 8/20, 9/3, 9/17. The Lavines, (510) 237-2821.

**SANTA CRUZ** — Wet Wednesdays, through 10/22. Larry Weaver, (408) 423-8111.

**SAUSALITO CC** — Friday Night Series: 6/6, 6/20, 8/1, 8/15, 8/29, 9/12, 9/26. Dorothy Stoufer, 479-4678.

**SAUSALITO YC** — Tuesday Night Sunset Series: 6/10, 6/24, 8/1, 8/15, 8/29, 9/12, 9/26. Pat Broderick, (707) 528-2109.

**SEQUOIA YC** — Wednesday Nights, through 10/22. Randy Hough, 365-6383.

**SOUTH BEACH YC** — Friday Night Races: 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Cliff Albergotti, 552-0293.

**STOCKTON SC** — Wednesday Night Races, from 5/28-8/27. Also Saturday nights, 8/2-8/27. Dana Badley, (916) 684-8930.

**TIBURON YC** — Friday Night Races: 6/6, 6/20, 7/18, 8/1, 8/15, 8/22, etc. Jerry Tostenson, 389-9144.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

### June Weekend Currents

date/day	slack	max	slack	max
5/31Sat		0037/3.6E	0433	0723/2.8F
	1017	1254/3.0E	1629	1932/3.4F
	2234			
6/01Sun		0135/4.2E	0528	0827/3.4F
	1124	1357/3.0E	1723	2022/3.5F
	2319			
6/07Sat	0247	0602/5.0E	1000	1303/3.9F
	1626	1838/2.4E	2159	
6/08Sun		0041/2.5F	0328	0644/4.7E
	1043	1345/3.6F	1711	1921/2.3E
	2247			
6/14Sat	0401	0638/1.7F	0925	1153/2.2E
	1540	1840/2.4F	2148	
6/15Sun		0037/3.0E	0453	0741/2.1F
	1032	1252/2.1E	1630	1928/2.4F
	2230			
6/21Sat	0146	0508/5.6E	0859	1200/4.3F
	1528	1742/2.9E	2048	2343/3.1F
6/22Sun	0229	0552/5.6E	0941	1243/4.3F
	1613	1829/2.9E	2136	
6/28Sat	0309	0552/2.5F	0850	1121/2.7E
	1458	1802/3.1F	2110	
6/29Sun		0009/3.8E	0415	0712/2.8F
	1007	1231/2.4E	1601	1903/3.0F
	2202			



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## LETTERS

### RE-MEETING' TO GREEN WATER CRUISE

Congratulations on reaching the 20 year milestone. Jack and I also have a reason to celebrate *Latitude's* birthday. The two of us had worked together in '86, but lost track of each other when we moved on to other companies. But then we 're-met' at your '92 Spring Crew Party at the Corinthian YC. Re-meeting was the beginning of the most wonderful time of our lives. We bought a boat and left San Francisco in June of '93, and then got married while waiting to sail south as part of the '93 Baja Ha-Ha. We cruised for three years — and are getting ready to go again.

Our plans are to put the boat on the hard up in the Glades Boat Storage in the middle of the Florida's Okeechobee Lake area, and motorhome back to the Bay Area to see our families and friends. Then we plan to go to Europe for a year or so. Rather than sail our own boat across the Atlantic, we're going to fly there, buy a van, and then charter boats in areas that seem interesting to us. It's a new bent on cruising!

Once we're done with that, we're going to take our own boat 'Down Island' to Venezuela and retrace our steps through the Canal and back up to Mexico. We really loved Mexico and want to spend more time there. Because we do lots of harbor hopping and don't like to make more than three day passages, we call what we do 'green water cruising' as opposed to 'bluewater cruising'.

Think you're too old to cruise? Jack is 71 and we're still going strong. Don't have a million dollars? We live on a tight budget. So get off your chairs and start living the beautiful life by seeing the world.

Happy Birthday *Latitude* — and thanks for helping us start this wonderful life.

Jack and Sandy Mooney  
Utopia  
Sausalito

Jack & Sandy — Thanks for making our staff's month with your heart-warming story!

### SPYING ON WOMEN'S UNDERWEAR

Thanks so much for reminding me of the *USS Constitution's* visit to our coast back in 1933. I was a member of Boy Scout Troop 5 based out of Tacoma, Washington, that got to assist the 'Old Ironsides' crew with visitor control.

I was posted at the foot of one of its steep ladders to help people avoid accidental falls. But wouldn't you know it, one lady 'keel-hauled' me for allegedly spying on women's underwear! I was just a kid and hadn't ever thought of such a thing as 'peeping'. And I didn't do it — Scout's honor!

Robert Bissell  
A Landlubber, But Still A *Latitude* Fan  
Fairfield

### NOT THINKING OF A WALRUS

Here's another 'Board of Equalization' letter. (By the way, what are they trying to equalize — everyone's debt? This goes against the concept of capitalism and my idea of 'the pursuit of happiness'.)

While I was a resident of Nevada, I bought a boat in Maryland. I wasn't trying to avoid taxes or anything, although at the time I hadn't even visited California for years.

Coast Guard vessel documentation laws required that I put the boat's 'home port' on the transom. For home port I had a choice of using the city in which I lived or the city that had the Coast Guard office with jurisdiction over my home port. Not wanting to be inundated with bad jokes — "You sail that thing all the way from Sparks, Nevada?" — in every cruising port for the next few years, I chose San Francisco as my home port. The Coast Guard office for Nevada is located in San Francisco.

Somehow one of your "pleasant and helpful folks at the Board of Equalization" found out that my boat had 'San Francisco' on her stern





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**SWAN 391 (1984):** Offered by original owner, who is buying a larger Swan. Used for local family cruising and some racing. Since new, it has been continuously upgraded with sails and electronics, including SSB, GPS and weatherfax. Ventura, **\$165,000.**



**SWAN 36 ALA (1992):** Looking for a truly 'like new' brokerage Swan? This is it. 150 engine hours, radar, swim platform, GPS, autopilot, electric windlass, racing and cruising inventory, and a lavish leather interior. The boat shows no use. Monterey, **\$250,000.**



**LAFITTE 44 MARINARA (1981):** Spacious cruiser w/radar, SatNav, SSB, frig & Treadmaster side decks w/fresh-looking teak cockpit & bridge deck, kept on a lake, shows little use. **LONG BEACH, \$129,000.**



**SWAN 46 KARJALA (1985):** Consummate world cruiser w/Scheel keel, aft entrance, extra-thick teak decks, SSB, Ham, radar, watermaker, heating, 145 gal fuel. Stunning condition with all systems in exclnt order. New bottom paint/B&G A/P. Newport Beach. **\$339,000.**



**SWAN 39 SILVEREN SWAEN (1978):** Kept in Europe (sailed only summers) until '85, it shows little use and superb maintenance. 990 engine hours, new cabin sole, leather upholstery, refrigeration, updated electrical system. Long Beach, CA. **\$125,000.**



**SWAN 46 KOOKABURRA (1986):** Classic cruiser/racer with tall rig, dark blue hull, and a full set of racing and cruising sails. Overall condition is immaculate. Electronics updated. Watermaker, expanded fuel capacity, leather upholstery. Marina del Rey, **\$369,000.**



**JEANNEAU 51 (1991):** This modern Bruce Farr design features teak decks, 3 cabins w/queen-sized berths, radar, GPS, chart plotter, and an immaculate teak interior. Equipped w/6'7" keel, furling mast & headsail, more. Pt. Roberts, WA, **\$325,000.**



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## LETTERS

— despite the fact that the boat had never been there and that her owner had only visited. I received a tax bill for something around \$12,000 one day when I got my mail in the Caribbean. I immediately wrote back, explaining that the boat had never been in California, I was not a resident of California, nor had I ever been a resident of California.

Six months later they responded — with a letter I received another two months after that in Europe. In the letter they didn't answer any of my questions as to why they wanted to tax me, nor did they tell me anything except that the interest had increased my tax bill by another \$1,500 or so! Why had it taken them six months to respond? Why didn't they answer my questions — after all, I had answered theirs.

We wrote back and forth for a while, and each time it took them six months to respond. They continued to refuse to answer my questions, and they continued to say that I owed them increasing amounts of money. They never gave an explanation as to why they felt that I should pay this tax, and eventually they threatened me with false legal action. Basically, they wanted me to prove that my boat hadn't been in California.

How does one prove a negative fact? As an impecunious cruiser, I never went into slips, I paid cash for most transactions, and I rarely received receipts — the fuel docks in places where I went were lucky to have fuel, much less computer-generated receipts. My trying to prove the boat hadn't been in California was like my trying to prove that I'm not thinking of a walrus right now.

Eventually — after over three years of letters eight or nine months apart — the bill got to over \$18,000, and the "friendly and helpful" state employees threatened to put a lien on my boat! All this with no explanation as to why they were doing this to me.

By this time, I was photocopying pages from my passport and my log in an attempt to convince them that neither my boat nor I had been in California. I even sent copies of newspaper articles mentioning my travels. Finally, I received a tax statement stating that my tax bill was \$0. Neither an explanation nor an apology were enclosed. I wrote and asked for either or both, and received no reply.

I'm sorry to have to disagree with you, but 'friendly' and 'helpful' are not adjectives I would use with the Consumer Tax Section of the Board of Equalization. Do you use these adjectives because you're trying to curry favor with these folks for some reason?

Steve Wann

Formerly of Najmah, now of Dancer  
Williamsburg, Virginia

Steve — We didn't mean to suggest that everyone at the Board of Equalization was "pleasant" and "helpful", but the God's honest truth is that the five or six people we spoke with were. As for Kent McLellan of the Board's office in Torrance — who wrote in to tell mariners he's ready to help them understand how to comply with 'offshore delivery' requirements — he wrote again to tell us his phone number is actually (310) 516-4391. We'd misprinted it.

It's true that we're going to take delivery of another boat soon, but the Board of Equalization doesn't know that. Indeed, we'd been under the impression we had to immediately take the boat out of the country rather than being allowed to have it in the U.S. for three of the first six months. So it wasn't a case of us trying "to curry favor" with them, but them alerting us to provisions of the law that — unbeknownst to them — would benefit us. We thought it would be the last thing in the world for them to do.

Based on our discussions with members of various taxing agencies, the impression we get is that it's best to resolve tax disputes as quickly as possible. If we'd been in your case, where we knew we didn't owe the tax, we'd certainly have called the Board of Equalization.

### ⇓⇓ ALL THE WAY TO THE SUPREME COURT

As you may already know, on April 10 the court sentenced me to 90 days (suspended), a \$20 fine, and 100 hours of community service





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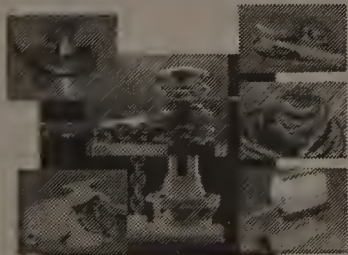
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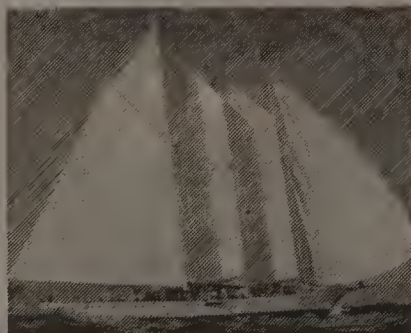
Install it yourself or have our boatyard professionals complete the task. Call today for an appointment.

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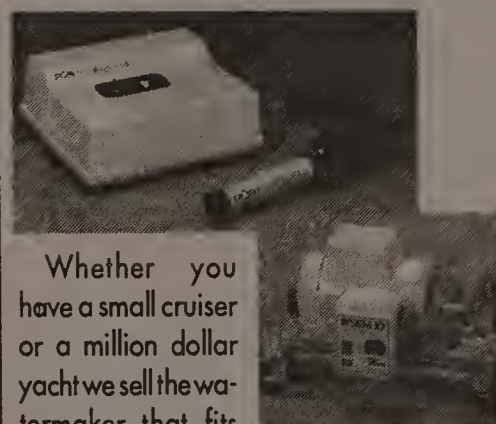
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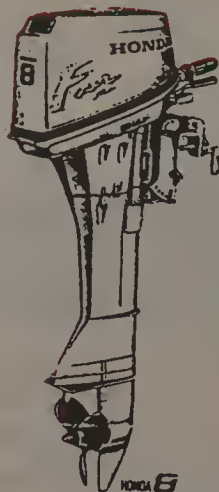
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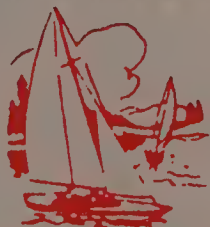
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# LETTERS

— for refusing to allow the Coast Guard aboard my vessel without a search warrant. By handing down such a light sentence, I feel the judge sent a clear message to the Coast Guard that this kind of civil rights abuse will not be tolerated in the 1990s.

As a result of my actions, there have already been some substantial changes made in Coast Guard boarding policy. The 11th Coast Guard district, which encompasses the entire coast of California, has announced that they will no longer be conducting at sea safety boardings of commercial fishing vessels that display a valid safety decal. It's my understanding that they have also backed off on the boardings and harassment of private vessels as well.

While these changes are a good start, they do not go nearly far enough in restoring equal rights to the boating public. As a result, my attorney has filed an appeal of my conviction. I am willing, if need be, to take this matter all the way to the Supreme Court to achieve my goal of equal rights. I have a new attorney who feels, as I do, that the Bill of Rights was written for all the people, not only those that the government deems worthy of them.

I again want to thank *Latitude* for showing me and the government that there are still a few people left with the spirit that made this country great. The destiny of America is in the hands of those of us who are willing to take a stand against governmental abuse of power. I will keep you apprised of further developments.

Capt. Jim Blaes  
Morro Bay

*Readers — All those wishing to contribute to the Jim Blaes Defense Fund can send checks to Box 450, Morro Bay, CA 93443.*

*We wish Blaes the best of luck in making it to the Supreme Court, as a combination of better policy and common sense could help the Coast Guard do as good or even a better job than they are now — and without the wholesale harassment and intimidation of innocent citizens, who should be their biggest supporters.*

## AS YOU PLAN THE LATITUDE WEB SITE

I'm delighted to see that *Latitude* is wading into the waters of cyberspace! Your [www.latitude38.com](http://www.latitude38.com) site is looking good. Welcome!

I checked out the *Classy Classifieds* online and want to suggest that as you plan the web site, a separate directory be allocated for each major section of your table of contents. This allows better organization of files on the site, stability of file locations for Internet Search Engines, and easier maintenance over time.

Speaking of which, some material which may be 'archived' online for years will need directory names that include a year — as did the site for the 1996 SSS TransPac: <http://www.sfbaysss.org/transpac96/>. All files related to the *Classy Classifieds* would be in a directory called <http://www.latitude38.com/classified/> — which has the usual index.html file.

Please call or write if I can help out with *Latitude's* web site.

Joseph Oster  
Sausalito

*Joseph — "Wading into the waters . . ." is an accurate description, as we have very modest expectations for the web site in the beginning. Our primary aim is to provide an ever-increasing amount of news and information — and links. Impressive graphics and dazzling designs are currently further down the list.*

*All of this will take time, however, as the magazine is currently operating at maximum capacity. So please be patient — and keep those tips and suggestions coming.*

## ALL KINDS OF IDEAS

You folks do a great job with the magazine, and I can't wait to see your web site up and running at full speed. When one starts to think about what's possible with this new forum, one's mind gets cranking with all kinds of ideas. You're worldwide, not just at 38°N 122°W any



# Come Sail With Us!

For the umpteenth thousandth time you drive across the bridge on a bright, spring day, gaze at the sailboats and promise yourself this is the year you're going to start sailing! But how? Rushing out to buy a sailboat seems a bit impetuous when you don't even know if you're going to like it. Sailing lessons might be a good first step, but then what? A good sailing club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

• **Award Winning Sailing School** — Club Nautique offers *US SAILING* certified instruction from Basic Keelboat through Offshore Passage Making. Classes are taught by US Coast Guard licensed and *US SAILING* certified captains who have passed a rigorous screening process and are chosen for their teaching and seamanship skills. Our instructors are a team of professionals with hundreds of thousands of miles of experience, standing ready to show you the way into sailing, chartering, world cruising or racing.

 **Keelboat Certification**  
**SAILING. System**

• **Guaranteed Instruction** — We are so confident in our sailing school program and instructors, we *guarantee* your success. If you do not receive your *US SAILING* certification, your instruction will be FREE until you do pass. Ask for a copy of our written guarantee for details.

• **Best Fleet On The Bay** — If you've visited sailing clubs with fleets that look like "Rent-a-Wreck" of the waterfront, you haven't visited Club Nautique. We have more, bigger, newer, better maintained and better equipped boats than any other sailing club in Northern California. Nobody else is even close and a visit to either our Alameda or Sausalito locations will prove it. We're proud of our fleet and will gladly show you through it so you can judge for yourself. Oh, and one last thing; as a member, you save a full 35% on your charters.

• **Two Locations To Serve You** — The two most popular sailing bases on San



Francisco Bay are Alameda and Sausalito for lots of good reasons, like weather, ambience, support facilities, and convenience to the best sailing. Locating our bases at sailing's two most popular spots just seemed like the smart thing to do.

• **Weather** — No, we can't actually control the weather, but at least we've located our clubs where the weather is the best on the Bay. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Once again, we invite you to visit us and decide for yourself.

• **Two Memberships For The Price Of One** — If you want to cruise, race or socialize, we're the only sailing club that does it all. As a member of Club Nautique, you are also a member of the Ballena Bay Yacht Club. So when you're harbor hopping, you'll be able to visit other yacht clubs and enjoy their hospitality — guest dock, restaurant, bar, etc. It's a great way to cruise!

**Yacht Purchase Account** — We are the only sailing club on the bay with its own yacht brokerage office and dealership, so if one day you decide it's time to stop chartering and start owning, every dime you've paid in dues can be applied to your new boat.\*

• **Vacation Charter Discounts** — We have our own in-house charter broker dedicated to serving your sailing vacation needs from Tahiti to Turkey. We are the only sailing club in the country with a direct link to The Moorings' reservation system, so not only do you  **The Moorings®** get up-to-date information, with just one call, you get a membership discount.

**FREE Refresher Training** — If you select an "Unlimited" membership, you'll be able to repeat a class\* or take review classes at no charge whenever you feel rusty or need to tune up your sailing skills. It's like having a club pro at your disposal, only it's FREE!

**We Do It All For You** — There's a monthly newsletter, seminars, frequent sailor discounts, cruises, parties, discounts on boat show tickets, races, and more... too much to list here. In short, Club Nautique can help you with just about every aspect of sailing, from getting started to cruising around the world — all at your own pace and tailored to fit your budget. Call us for a free brochure or better yet, stop by today for the full tour!

\* Certain restrictions apply. Ask for complete details.

  
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# LETTERS

longer!

I was thinking that it might be nice to have something like your Crew List — but on a very short notice basis. For example, 'Boats Looking For Crew This Weekend'. It would also be fun to have a 'Monday morning quarterback' chat type forum after weekend regattas.

It looks like there's fun to be had and I'll be checking back soon.

Bob Rynd  
Fremont

Bob — The Latitude website is going to be an evolutionary thing, so it's going to take some time before it's running at anywhere near "full speed". Our theory is that if you can't put something good up, don't put it up at all. Nonetheless, we're excited to see how it comes along, especially toward winter when our staff has more free time.

## IF YOUR MUSTANG HAS A LELAND

I was very specific in the letter I submitted to the April Latitude regarding the recall on just the Leland CO2 cartridges that were on many — not all — of the Mustang Crewfit inflatable lifevests. My letter was edited and reprinted with information that is not correct. I do not appreciate having my name attached to erroneous information.

The correct information is that only the Leland cartridges are on recall. Not all Mustang lifevests had the Leland cartridge. If your Mustang Crewfit lifevest has the Leland cartridge, Mustang will replace the Leland cartridge.

Could you please try again and issue the correct information to readers?

Dolores Shotton  
El Cerrito

Dolores — Our apologies, the error was completely our fault.

## YOU MAY LOSE HEAT 24 TIMES FASTER

On a cold day you may look outside and think, 'It's not a good day to be on the water because I could easily get hypothermia'. But you may be surprised to know that you can get hypothermia in water as warm as 70°.

Hypothermia has been studied since about 300 BC, and has affected mariners as well as others engaged in outdoor activities. When we hear of hikers or other sports enthusiasts dying of 'exposure', it usually means hypothermia.

Body temperature is regulated in the cerebrum, and your body is happiest at about 98.6°. A core temperature drop of two degrees is considered true hypothermia — the definition being when your body's heat loss is greater than its heat production. The heat loss can be caused by radiation, evaporation, convection or conduction.

It's important to remember that when it's blowing 20 knots on a 50° day, the wind chill factor drops to 32° — which we all know as the temperature at which water freezes. Remember, too, that if you're wet or fall in the water, you may lose your body heat as much as 24 times faster! The greatest amount of heat — 50% — is lost from the head and neck areas.

So how long can you last in the Bay? With a PFD on in 53° water, about 2½ hours. But most people drown first because they don't wear a lifejacket.

Mild hypothermia cases result in symptoms such as uncontrolled shivering, cool skin, and slurred speech accompanied by fatigue and uncoordinated movements. Shivering is good, as it's the body's way of generating heat. But if you see someone shivering uncontrollably, they are hypothermic! If someone is cold and has stopped shivering, they've progressed to severe hypothermia and it's an emergency situation.

What to do? The best is to avoid finding you or your crew in that situation! Dress warmly — preferably in layers — wear a hat, and avoid getting wet. If hypothermia is detected, the goal is to prevent



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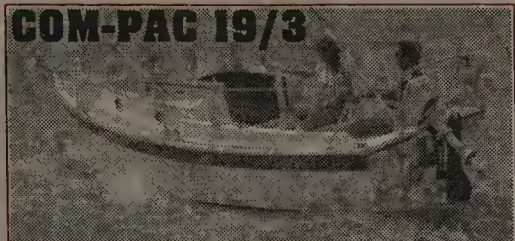
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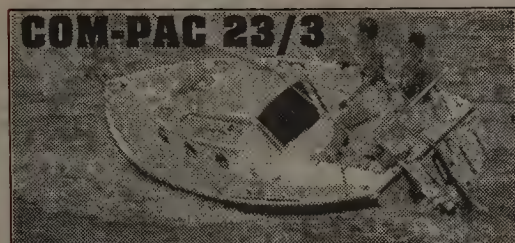
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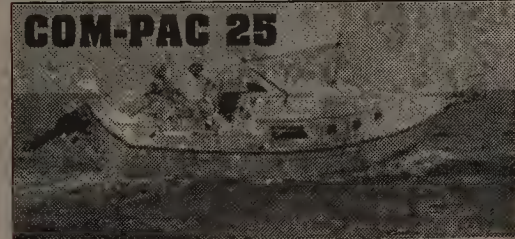
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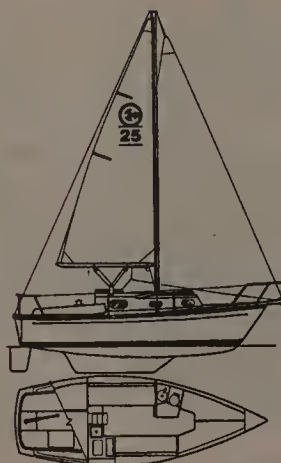


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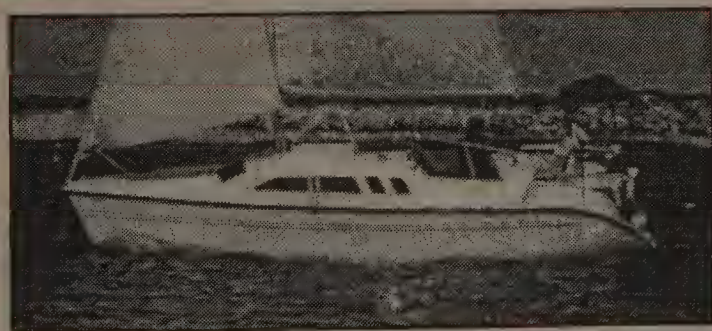
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Battery capacity ..... Dealer supplied  
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Sail area (100% triangles) ..... 242 sq. ft.

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14' Capri 14.2	17' Venture	22' Catalina
14' Holder	18' Windrose	23' Pearson Electra
15' Windmill	19' Compac	23' Santana 2023
15' Montgomery	19' Quick Step	24' J/24
15' Coronado	20' Santana	24' Venture
15' W.W. Potter	20' Ranger	25' Lancer
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### TRAILERABLES

#### WITHOUT TRAILERS

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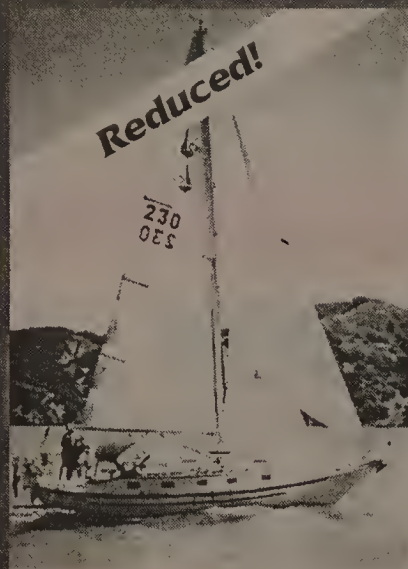
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'85 Hunter 37.....	\$48,500	'92 Hunter 30.....	44,900
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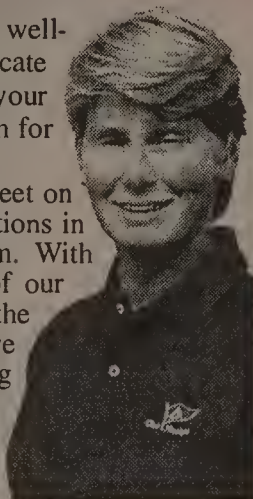
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## LETTERS

further heat loss and rewarm the person. Get them below or at least out of the wind. Remove any wet clothing and place them inside a sleeping bag or blankets.

Hot chocolate — and especially alcohol — should not be given. As far back as 1812, Napoleon's surgeon correctly noted that hypothermic soldiers closest to fires were the first to die! In such cases, death is caused by 'rewarming shock'. Once the patient's body has warmed up, warm beverages are fine.

So stay warm and dry — but if you or your crew become hypothermic, treat it promptly and appropriately.

Mark Caplin

Mobile Intensive Care Paramedic  
 Safety Officer and Captain, Pegasus

Mark — Thanks for the valuable information.

We modern sailors are lucky to be living in an era when outdoor clothing technology has progressed so dramatically. There's no reason — other than ignorance — to sail around the Bay wearing Levi's and a flannel shirt anymore. Proper use of layers of light clothing — and a hat and gloves when appropriate — not only make sailing in cold areas safer, but a heck of a lot more enjoyable.

### ↓↑EVERYONE IN WEST L.A.?

I thought *Latitude* readers might be interested in hearing about the 30th running of the Marina del Rey to San Diego Race over the Fourth of July. Each year we attract racers from all over the state — and the country — to participate in the best overnight race around. The renewed version of the event is called 'Downwind And Fun — Survive The Night', and is sponsored by the Windjammers YC of Marina del Rey in conjunction with Southwestern YC of San Diego.

It starts on July 3 at the Windjammers YC where there will be bright lights, tents, hospitality, food and fun waiting for everyone who wants to party, feast and dance. Hot Monkey Love, a super rocking blues band from San Diego, will be providing five hours of nearly non-stop boogie beginning at 1800. In addition, there will be games of skill, cunning and strength to test able — and not-so-able — seamen and seamwomen. Many yacht club events are exclusionary, but everyone in West L.A. and the marina vicinity is invited to party down at this one.

For the actual sailing, the participants will be split into two distinct divisions: the Racers and the Cruisers.

In addition to the normal prizes, the Racers will — for the first time — have the opportunity to participate in a trophy dash to the first weather mark. All division winners in this tacking duel will receive special trophies and prizes in San Diego. Who said distance races can't be made more fun?

As veterans know, the Marina del Rey to San Diego Race is won at night. For those not familiar with the secrets of night sailing along this stretch of coast, they will be shared during seminars to be held in Oxnard, Newport, Long Beach and Marina del Rey. Call for exact times and locations. At these seminars you'll not only learn how to survive the night, but how to win!

Then there's the Cruiser division, for folks who like to eat gourmet food and drink fine wine while journeying down the coast to San Diego. This spirited group can use autopilots, run their gen-sets, watch movies on the TV, take showers, and nap on their full-size bunks between watches. Since the wind often gets light for these heavier boats, those in the Cruising division are permitted to motor four consecutive hours at 6 knots. Skippers can choose any four hour period between 2200 and 0800. Once the engine has been started and the gear engaged, however, it must be kept in gear until four hours and/or 24 miles have elapsed.

The course usually features light winds and gentle seas, and as such is great for those skippers and crew new to ocean racing. First-timers concerned about being on the ocean after dark will be glad to know that we'll have a fleet of escort boats coordinated by our sister



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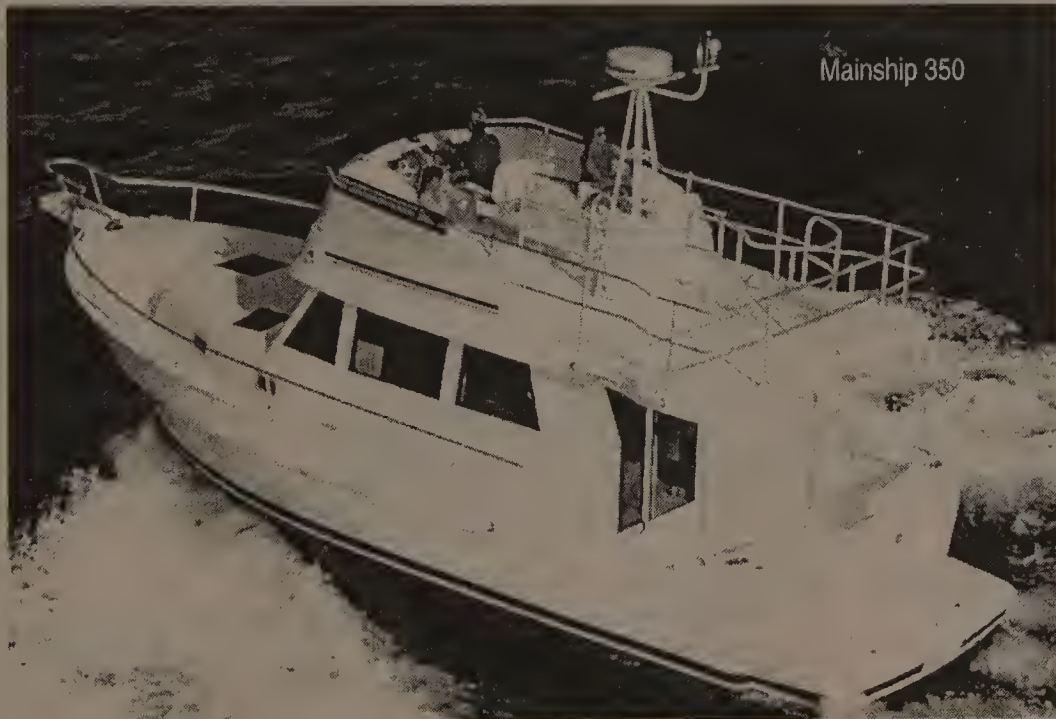
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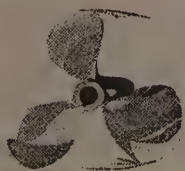
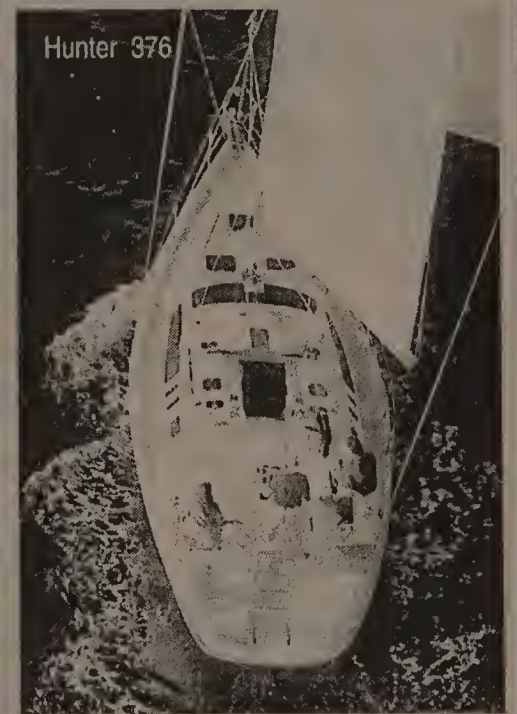
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The young family in the center of the page is enjoying the Hunter 336. This mid-size record setter has a cockpit that's larger and more comfortable than any 40 footer we know of and sports an interior with two private staterooms, 6'6" headroom, a galley

to delight the most finicky chef, a full-size chart table and a spacious saloon.

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# LETTERS



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club from Marina del Rey, the Marina Venice YC. This group of power yachts will be in constant contact with the fleet and willing to assist any boat wanting evening check-ins or having trouble.

After the finish — usually about 24 hours after the start — the partying will begin in San Diego. The beautiful Southwestern YC will have slips and raft-up accommodations for all participants. There will also be dinner, drinks, dancing, and plenty of chances to tell lies about 'surviving the night!' The trophy giving — and merchandise drawings for all those present — will be on July 6 at 1000.

If you think that's all there is to it, you don't know the half of it! The Return Cruise begins immediately after the trophy presentation, when many of the boats will head north for Mariner's Cove in Mission Bay for a great raft-up. That night, many will stop at the Mission Bay YC for a brief visit before taking cabs to our Sunday night bash at the wildest club in San Diego — Dick's Last Resort in the Gas Light section of San Diego. Here there will be special dinner prices and super music for dancing. Monday night will find us back at the anchorage for a fabulous fireworks display and cocktail get together in the raft-up.

Tuesday the 8th will be a cocktail party at Oceanside YC; Wednesday the 9th will be a get-together at Bahia Corinthian YC in Newport; Thursday the 10th we'll have a 'night on the town' in Avalon; Friday the 11th we'll head for Two Harbors and the now famous progressive floating cocktail party; Saturday the 12th there will be a BBQ, dinghy races, and other activities to celebrate the final night of the 1997 Return Cruise.

Can you stand the pace? Or even just the start of it? If so, call (310) 823-2345 or the Southwestern YC at (619) 222-0438 for further information and entry forms. It's going to be a ball, and we hope to see as many of you on the water as possible.

Dennis W. Keen  
Windjammers YC

*Dennis — We thought Antigua Sailing Week was a tough event, but this sounds as though it might be even harder on the liver.*

*Bay Area sailors looking for a change of pace should think about this Southern California event — and others such as the Santa Barbara to King Harbor Race on July 25. They make for a great change of pace.*

## ALMOST ALWAYS READY TO SAIL WITHIN MINUTES

The mention of tsunamis among May's *Letters* reminded me of the 'Great Morro Bay Tidal Ripple' of the early '80s, how it was kinda fun and how it made our boat better.

My wife Judy and I were living aboard our 37-ft Oldsmobile — a Tayana 37 — in Morro Bay, and that evening I'd worked late. Upon arriving at the harbor, I noticed a parade of boats headed out — and my wife rather more excited than usual to see me. "Haven't you heard?!" she exclaimed, "There's a tidal wave coming!"

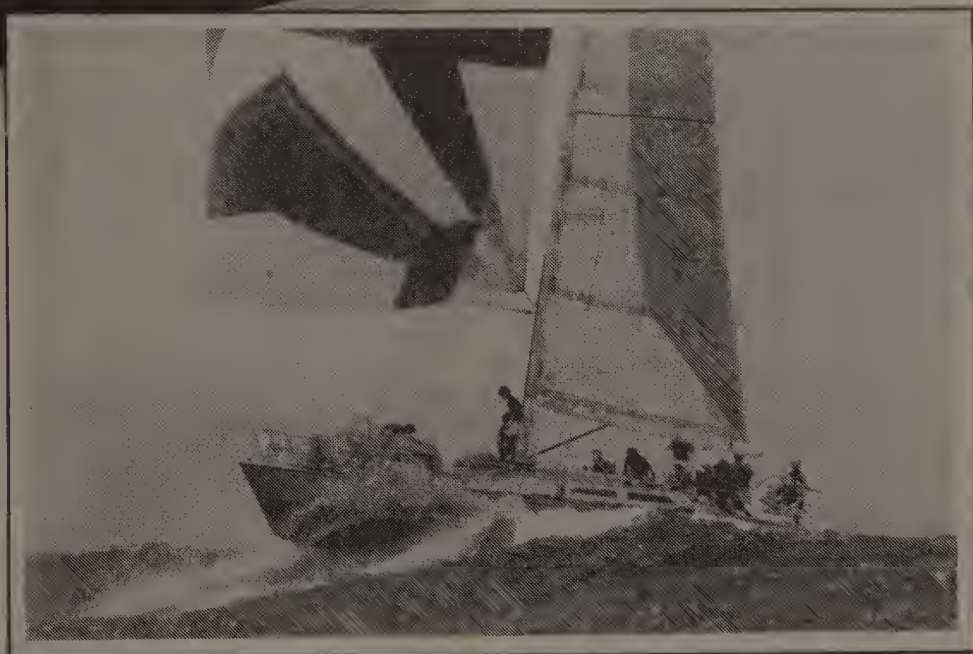
I'd heard such warnings before but nothing had ever come of them, so I wasn't immediately moved to act. "But the Coast Guard cutters came by a little while ago warning everybody," Judy said. "They told us they were headed out to sea and urged all boatowners who can to do the same." "Well, that's that local Coast Guard," I thought to myself.

Then I noticed that several commercial fishermen I respect were outbound too. Hmmm. Then I recalled stories of the great tsunami decades before that had pretty thoroughly flushed out Morro Bay — the same tsunami that had cleared out Crescent City. Judy and I began a flurry of activity, and within five minutes we, too, were steaming for the breakwater entrance. In company with just about every ocean boat that could, we ran for deeper water offshore.

Several miles out, as the predicted time of the wave's arrival approached, all of us slowed and began jogging slowly northwest, the direction from which the tsunami was supposed to come. It looked like a floating city out there, with all the running lights moving with



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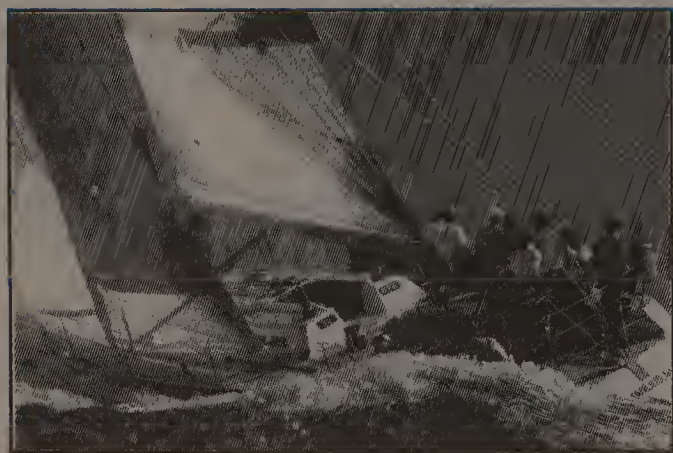
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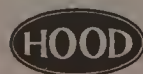


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## LETTERS

the swells, and a kind of earthquake-giddiness and gallows humor could be heard on the VHF.

Much later that night — after the wave, later reported as just a ripple we never felt, had passed for sure — we and all the rest of the boats headed back in. Okay, so that was sort of fun — how did it make our boat better?

Well, living aboard invites clutter and unsecured stuff like tools and TV sets. And when it takes too long to stow the junk of daily life, it plays hob with your sailing. It can also be risky — in the event of a dock fire, for instance.

I vowed to enforce the 'Five Minute Rule', which requires that Judy and I always be able to get underway in five minutes. Ha! It always took far longer. On the night of the 'Tidal Ripple', while I was outside driving, Judy was in a mad scramble below securing stuff that should have already been in its place — including my junk — secure enough for a beam-ends knockdown. When we bounced out over the bar, stuff clattered down there and Judy yelled in frustration though she soon had it all put away.

After that incident, we were almost always ready to sail within minutes of getting the urge — which made life afloat far more pleasant, freer feeling and safer. Now if only Judy hadn't gotten Walk-In Closet syndrome.

Brooks Townes  
In A House  
Sausalito

### ⇕THEIR SANTANA 37

In the April issue there was a letter from Bob and Ginne Towle, who mentioned that one of their previous boats was a Santana 37. I'm seriously interested in this design and would like to talk to them about the name, hull number, whereabouts, and other particulars of their 37. Could you disclose their mailing address or phone number to me?

By the way, the *A Word From The Publisher* piece in the same issue impressed me. What a great story.

George Benson  
Box 20661, San Jose, CA 95160  
(408) 268-6278

George — We're not comfortable disclosing phone numbers, but we're sure that the Towles — or other Santana 37 owners — will give you a call. Who doesn't enjoy talking about a favorite boat they once owned?

### ⇕I'D LOVE TO GO BACK

Recently we've taken our Swedish and British sailing friends out on the Bay from our berth on the San Rafael Canal. They each had a yen to sail here. For ourselves, our favorite mini-cruise is to anchor off the Marin Islands on a moonlit night, have a leisurely breakfast, and then be back at the berth the next morning for a retirement activity-packed day!

In the May *Latitude*, the Kavanaughs' great description of a charter out of Palma, Mallorca, and the Martinez' account of Greek, Croatian, and Venetian cruising brought back fond memories of sailing those areas between 1980-'85. Being a train buff as well as a sailing nut, the photo of the little train in Palma that accompanied the Kavanaughs' article was a treat. There's a similar train in Corsica that goes over the high rocky spine of the island.

What's my point? That the Sausalito, Treasure Island, Angel Island; Paradise Cove, and China Camp anchorages are as scenic as the European ones. Once you discount the 500 years difference in history and that people speak our language ashore, what difference is there? Well, enough to attract a lot of people from other countries.

Let's face it, with some money in hand and a boat, I'd love to go back to Europe, revisit some of those places we enjoyed and visit some of the ones we missed. It was neat to hear that Ed and Sandy



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While the original work set a new standard for cruising reference books, the second edition is even better, with more than twice the subjects and three times the photos and drawings. Jam packed into 1232 pages is the latest information on 2200 subjects with 2500 detailed illustrations. *Offshore Cruising Encyclopedia-II* brings together in one concise, easy to use volume all the information you need to make the right decisions (and avoid the wrong ones) for your own style of cruising.

The authors, Linda and Steve Dashew bring to this book a unique perspective, integrating their experience as sailors, designers, builders and sea-going parents. They've sailed all their lives, circumnavigated with their two small daughters, designed and/or built more than fifty large cruising yachts, owned two boat yards and twelve yachts. *Practical Sailor* says "Steve and Linda have logged better than 175,000 miles over the past 40 years... their books are what they suggest, encyclopedic advice on everything from how to keep

the anchor chain from tangling to sizing mattresses so there's enough space to tuck in comforters."

*Offshore Cruising Encyclopedia-II* is the equivalent of nine major books. That is why Chuck Paine, Naval Architect says "If you are buying or building a boat, the Dashews' reference work will prove invaluable." And what circumnavigator George Day, former editor of *Cruising World* calls "...the standard reference for all sailors preparing to sail offshore."

*Offshore Cruising Encyclopedia-II* will dramatically increase your knowledge of yacht design, systems, safety, and the cruising lifestyle. The Dashews integrate the critical factors of heavy weather safety and at anchor cruising needs into every issue making it possible to decide for yourself the best approach for your own cruising plans and budget. Bob Lush of *Sailing Canada* says "This is a book of superlatives... obviously of great value for any owner who wants to upgrade any system." And Peter Janssen, Editor, *Motor Boating and Sailing* says "Everything you'll ever need to know about offshore cruising from people who have been there. A true encyclopedia built on first-hand knowledge." All this information is in an easy to read style with a detailed cross reference index, making it one of the most usable books you'll ever own.

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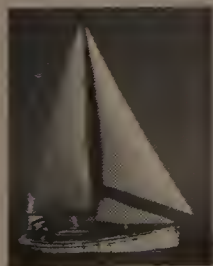
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Elyse age 7,  
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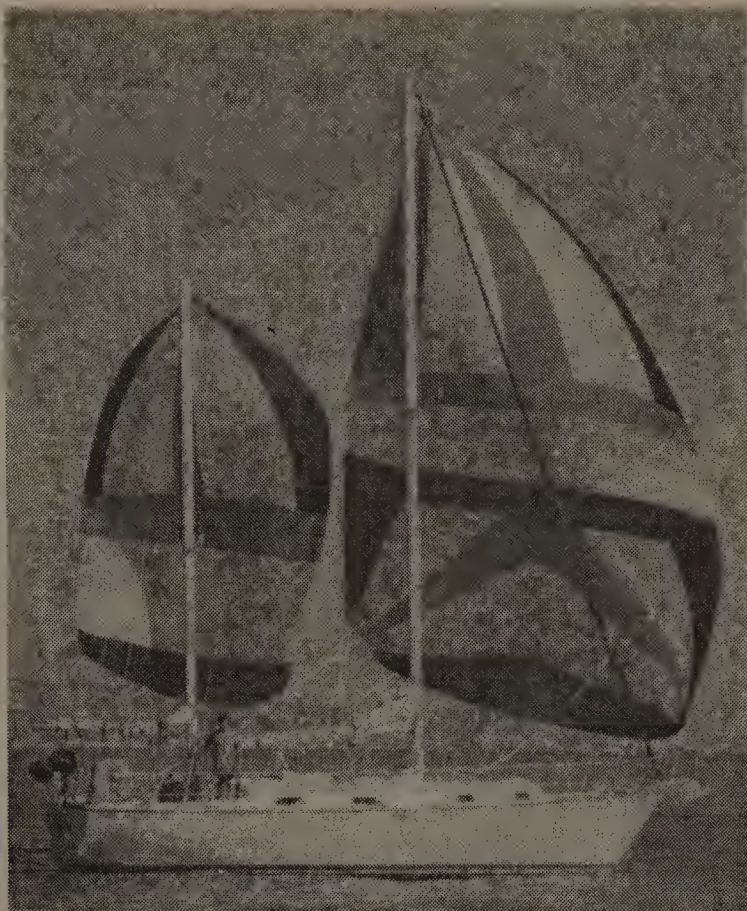


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## LETTERS

Martinez spent time with the Roths on a stormy night in Northern Greece.

One thing I don't understand: Why people take the expensive route through the Corinth Canal, thereby missing the historic sites of the South Peloponnese and Crete. All of it's good sailing, too. Maybe people should take a smaller boat, which would stretch their money — and perhaps the time they could spend. But we all 'pays our money and makes our own choices'.

Belated congratulations on 20 years — during which time you've published some of my letters and articles — as well as helped sell my boats and cruising gear with the *Classy Classifieds*.

Jim Crittenden  
No Name, Cal 2-25  
Porto Bello, San Rafael

Jim — We agree that most Northern Californians — including sailors — under-appreciate the Bay and its anchorages. If these sites were in Spain, France, Italy, or Greece, they'd be packed with boats every summer weekend. Red Rock, for example, would almost certainly have mooring buoys, a groomed beach, a restaurant, and a little disco with colored lights.

But let's not undersell some of the scenic attractions in the Med, either. Some of our favorite anchorages are in the little bays around the magnificent villas of St. Jean Cap Ferrat. On the beach there are serene restaurants at reasonable prices, and a little further away is the cute little port. There is no traffic and no hustle. It's a 10-minute dinghy ride to Beaulieu Sur Mer, a 20-minute dinghy ride to Villefranche, a 30-minute dinghy ride to Nice, and a 40-minute dinghy ride — along a beautiful stretch of coast — to Monte Carlo. And if you need a change in culture, there's a midnight train from Beaulieu that terminates in Venice the next morning at 0800. Oh my, there's such a beautiful world to see and experience out there!

As for the photo of the old train at the Palma, Mallorca, station, it was taken by the Wanderer. He's no train buff, but loves that rickety old classic that takes people over the mountains — and through the tunnels — to charming Soller. Once you get to Soller, you hop aboard an even more rickety wooden street car that makes the two-mile run down to Puerto Soller.

It's amazing how reminiscing like this can get you all hot and bothered. The Wanderer is fantasizing about grabbing some food, undoing the docklines to the Olson 30, and heading back to Europe.

### ⇓ STAINLESS WELDS AREN'T TO BE TRUSTED

Jacques Elbert of *Oceanis II* — who wrote from La Paz in the February issue about how he lost his 60-lb stainless plow anchor — is apparently one of the many who don't realize that stainless welds aren't to be trusted in saltwater. Ever. They *might* hold, but one should never depend on them. Usually the problem has to do with incompatible metals, but whatever the cause, stainless under water is not to be trusted.

I'm now in the process of replacing *Pilar's* stainless rigging wire with galvanized. I didn't want the expense or the work, but after a few years in the tropics the stainless was starting to 'strand'.

A couple of years ago, we watched boats that had left the Ala Wai bound for the mainland return because of rigging failure. In fact, there was one that left, came back to replace the forestay, and left again only to return to replace all the standing rigging.

If anyone has foreign-made stainless, I'd keep a particularly close eye on it.

Bill Pool  
*Pilar*, Atkins Gulf Ketch  
Marlborough, Queensland, Australia

### ⇓ MY FAVORITE

Congratulations on 20 years. I have — much to my wife's dismay — about 18 year's worth in my basement. But I find I revisit some of



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## LETTERS

them often. The article on the Atomic Four, for instance, gave me the courage to troubleshoot the @#\$\$%&\*%\$#@!!! Atomic 4 on my Columbia 8.7 Ohana.

As with everyone else, I love seeing my picture in your magazine. My favorite is on pages 112-113 of May '92 when I sailed aboard the *Culo Bagnato* during the Doublehanded Farallones Race.

Dan Simonsen  
Northern California

### WHO TO THANK?

Our family was anchored at the cove at Treasure Island for Easter weekend. When my sister and I woke up on Easter morning, we found a beautiful Easter basket in our cockpit. There was no note, so we don't know who to thank. My parents say that almost all sailors read *Latitude*, so if you print this, the nice person who left the basket on our boat will know that we appreciated it.

You might remember our parents, Larry and Deborah. Before we were born, they cruised *Pilot*, their Triton 29, in Mexico in '79, '80, '82, '83, and '84. Sometimes they sailed with the *Wanderer* before he was even known as the 'Wanderer'. In any event, our parents are now introducing us to cruising.

Hannah and Lauren Blank  
Rapid Transit, Jr., Ranger 23  
Carmichael

*Hannah & Lauren — Our apologies to the Easter Bunny — and the two of you — for taking so long to get your letter published. When things fall behind the Wanderer's desk, they often go missing for several months.*

*We certainly remember your parents. In fact, if we find some time we might poke around to try to find some photos of them from their days in Mexico.*

### INTERNATIONAL HEALTH INSURANCE

We've been looking for international health insurance coverage, so I followed up on one satisfied cruiser's suggestion to investigate the Private Patient Plan of England. I received a very prompt reply along with several booklets that detail their rates and coverages. Unfortunately, PPP noted that they would be unable to offer coverage to U.S. or Canadian citizens, so I would expect that most of your readers would be out of luck.

I also checked with our insurance broker, who provided us with information on an International Health Plan offered by Petersen International Insurance Brokers. They offer several plans and various options, including Emergency Medical Evacuation and scuba coverage. In addition, you can buy coverage for specific time periods from one month to a maximum of 12 months — at which time you can renew if you wish. The address for further information is 11704 Wilshire Blvd., Suite 210, Los Angeles, CA 90025. From California they offer an 800 number, which is: (800) 225-6492. Their regular phone is (213) 820-5657.

I have no idea if the company is responsive in their services and/or if they are easy to work with. So I only offer the information as a potential source of coverage, not as an endorsement of their services. Perhaps someone else has had experience with them.

P.S. We're looking forward to joining you on the Baja Ha-Ha IV in late October.

Barbara Webber  
Fairwind  
Alameda

*Barbara — Insurance or no insurance, we're looking forward to meeting you — and the rest of the Ha-Ha fleet.*

### IN SEARCH OF A CANVAS TUB

I've enjoyed your publication a few months removed, since I'm in





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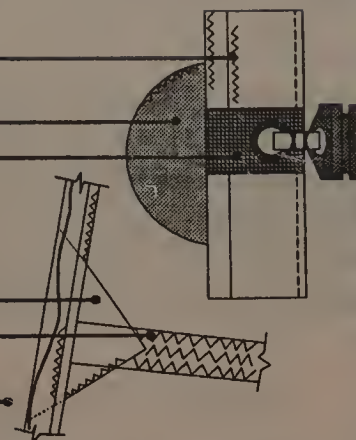
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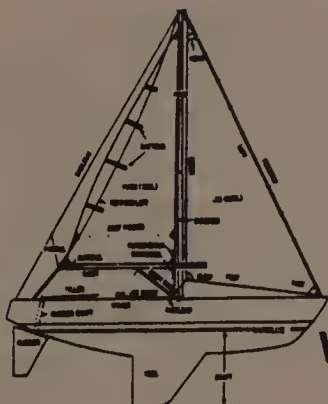


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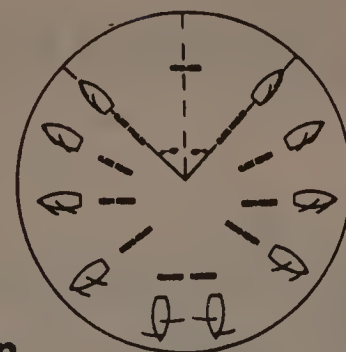
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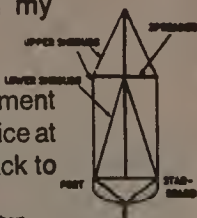
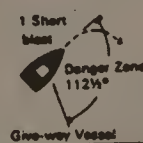
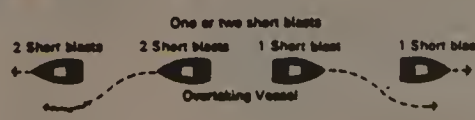
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## LETTERS

the Gulf and our West Coast friends drool over your rag before forwarding it to us. There is nothing that quite compares to *Latitude* here, although there are several wannabes. My husband gets a big kick out of the fact that I read all the old *Latitudes* from cover to cover, although I suspect that I'm not the only sailing wife who does. In addition to all the other information, no doubt your magazine goes a long way to preserve and promote sailing marriages.

I do have a burning question which I must have answered before we leave our dock permanently in 11 months aboard our Spindrift 43 *Kharis*. I dearly love our boat — which came from Oxnard — but she's missing one item I'd love to have but haven't been able to find anywhere. Am I the only person in the world who prefers a bath to a shower? And I'm not talking about a water-hogging, bubble-bathing monstrosity. In the interests of saving water, I can bunch myself up into a small circumference, high-sided tub which works fine on the deck — although not in the head. During World War II waterproof canvas tubs were used in the field. Would this be a good solution? If so, where could we find one?

Curiously, I also wonder if *Latitude* has a website? We're equipping the boat to be a floating office and continue to work in our old capacities — but in wonderful and peaceful settings. Our co-workers hate us, but we'll take a yacht race over the rat race any day! We've learned to work smart, not hard!

Kathleen and John Estes  
*Kharis*  
Pass Christian, MS

*Kathleen & John — We're not familiar with canvas tubs, but perhaps one of our readers can help.*

*For what it's worth, we had a boat for 10 years that had both a watermaker and a sithtub. To our knowledge, nobody ever used the tub as anything but the bottom of the shower.*

### ⚡HEAVING TO IS THE BEST STORM TACTIC

While reading the May *Changes* contribution by Connie and Lynn Breedlove of *Principia*, I was reminded of my trip south in '93. Like the Breedloves, I also ran into one of the notorious santana storms that affect Southern California and northern Mexico.

Like *Principia* and many others, I'd waited until mid December to leave San Diego. During a Christmas Eve passage from San Quintin to Cedros Island, a hellish blow came up. Not knowing of any other vessels in the area — or even thinking of radio communications — it was just my boat, my girlfriend, and myself against the elements.

When the wind increased enough to overpower the triple-reefed main, I decided it was time to heave to. The boat immediately settled down and it was as though we were in just another roly anchorage. After checking my rate of drift and knowing I had plenty of sea room, I went below and got some much-needed rest.

Later I met other skippers who'd been in the storm; all of them had opted to run before the wind. Each one of them had horror stories of waves crashing aboard, and gear being washed away and/or broken. One captain felt so out of control that he contemplated abandoning ship. The ones at anchor that night in Turtle Bay and Cedros Island all spoke of dragging anchors, chafed lines, and a fairly sleepless night.

When I told of my experience, looks of disbelief crossed the faces of the other skippers. They could not believe I had been out in the same storm.

Connie mentioned the vessel *Magic* laying hove to off Sacramento Reef. I know they had a comfortable night of it — comparatively speaking. Based on my experience, heaving to is the best storm tactic — and it also gives the crew a chance to rest. Try it sometime and I'm confident that you'll agree.

Steve Hersey  
Formerly *Sunrise*, Now *SeaScape*  
San Diego



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## LETTERS

### ONE FOR THE BIRDS

My *mal de mer* story:

Last winter, I skippered a 45-foot charterboat in the Grenadines on an outing with a group of close friends. Our first night out, we picked up a mooring under the Pitons in St. Lucia. After we'd secured the boat, we all jumped into the dinghy and went ashore for some festivities. Needless to say, one of my friends drank a little too much of that wonderful but cheap Caribbean rum. We hauled him back to the boat, and put him in his bunk for the night to sleep it off.

Unfortunately for him, morning arrived a little too soon. Well, it wasn't really even morning as we dropped the mooring at 0330 to make the 50-mile passage to St. Vincent. As we sailed out into the open ocean channel between the islands, the boat started to pitch and roll. My friend, who was down below, never made it to the rail to throw up. In fact, he was so desperate to get out that he just stuck his head out of the overhead hatch and lost his breakfast. The barf proceeded to blow all over the starboard side of the boat. Nobody else was feeling too great at the time, so we neglected to clean it up right then.

Upon arriving in St. Vincent, we all promptly went ashore, still not having cleaned up the mess. The next morning we awoke to this strange repetitive tapping on the overhead. Perplexed at what it might be, I went out on deck — and saw 15 small black birds pecking and eating what my friend had left for them. I've heard of 'feeding the fish', but this was strictly for the birds.

I really enjoy *Latitude*. Although I'm from Maine, I first came into contact with *Latitude* while a student at UC Davis. Finding your articles much more informative and better suited to serious sailors, I dropped my subscription to *Cruising World*.

While on the topic of sailing magazines, I recently read the premiere issue of *Latitudes & Attitudes*. What a piece of poorly-written rubbish! I understand the owner's love for the cruising lifestyle, but the majority of the articles are about his boat and his circumnavigation. The pictures are beautiful, but don't waste your time trying to read it. It's hard to believe the magazine is a serious entry into the sailing magazine industry. Besides, what is the founder of *Biker* and *Tattoo* magazine doing writing a sailing rag, anyway?

Michael Bradford  
Kipuka  
Northern California

Michael — You put us in the strange position of having to defend someone who has miffed us. The one and only problem we have with the sailing magazine we'll call 'Easy Cruiser' is that its real name unnecessarily confuses readers and advertisers with *Latitude*.

While it's true that many years ago Mr. Bitchin founded motorcycle and tattoo magazines, we don't see any reason why that should prevent him from publishing a sailing magazine. We believe free markets and competition greatly benefit consumers because they require established businesses to continue to do the best jobs they can.

### SO FAR I HAVEN'T SOLD THE BOAT

I write with great respect for the sea. Those who say they don't get seasick just haven't been out long enough.

When my oldest son was 4 — he's now 17 — I invited two friends to sail with us to the Farallones to look for whales. One guy was a body builder who was strong as an ox and had a stomach of iron. All you had to do was punch his stomach for proof. The other friend had the ability to talk for hours without having to stop to take a breath.

We set sail after work on a Friday, and moored at Angel Island for the evening. We cooked up a wonderful feast, complete with chips and guacamole, wine, and other scrumptious goodies. The alarm awakened us before sunrise, and I fired up the diesel for an early morning motor out of the Bay with the ebb.

Powering out of the Bay, we adults talked and talked while my



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son, used to the motion from being on the boat every week, fell sound asleep down below. Out in the Potato Patch — which I capitalize out of respect — the ebb tide was flowing against a small onshore wave pattern, making the ride a little bumpy. As we powered on, each of my friends ceased to talk. That's one of the first signs of seasickness — I recognize it from first hand experience — followed by those little telltale burps.

Several times I told them that my son and I were just happy to be sailing and wouldn't mind if the others wanted to sail back into the smoother Bay. But no, they insisted that we press on. After turning several more shades of green, they tersely commented on how unfair it was that my son could stay below without suffering ill effects.

Soon we heard stirring from below. It was my son Chris who was climbing up into the galley looking for something to eat.

"Eat?" my friends said while shaking their heads disapprovingly, "How can anyone even think of eating at a time like this." I didn't have the heart to tell them that it wasn't even rough yet. After the rummaging stopped, Chris poked his little curly-haired head up through the companionway, smiled, and asked, "Dad, is there any more of that guacamole dip?"

The innocent question of a four year old did it. Both of my friends went directly to the rail to feed the fish.

I laughed — but not too hard, for I don't know how many times I've hung over the rail, vowing to either sell, or give, the boat away if only I made it back to shore. But I've made it in every time and have yet to sell the boat.

Ron Hodel  
Dana Point

### ↑↑ RESPONSIBLE GARBAGE DISPOSAL

Neither my husband Mike nor I ever get seasick, but our son Brian occasionally has had trouble with 'heaving' seas since he began sailing with us at the age of 18 months.

When he was 7, we volunteered our Islander 36 *Michaelanne* as the Committee Boat for an Island YC sponsored race. Since we lived aboard at the time, Brian had no choice but to come along. We anchored near the end of the Berkeley Pier and, as the wind was kicking up considerable chop, *Michaelanne* pitched and rolled more than usual. As the day wore on, Brian felt worse and worse. Finally his green little face appeared in the companionway, and in a desperate voice he said, "Mom, I have to throw up!"

The main salon was full of Race Committee folks so he couldn't get to the head. I told him to come into the cockpit, which he did, and I held him out to leeward. Suddenly, he turned in my arms and asked, "Mom, is this biodegradable?"

I then knew for sure that our lessons about responsible garbage disposal had been well imprinted.

Anne Kelty  
Antares  
Isleton

### ↑↑ PUKING ON CUE

I have a couple of memorable seasick stories.

Fishing was our main hobby before we started sailing, and we spent most summer weekends on the water catching salmon and striped bass. Our favorite spot to fish was off Pacifica, so we'd launch our 19-ft inboard/outboard at Princeton. One Sunday we started out trolling for salmon, but by 11:00 a.m. switched to striper trolling off Pedro Point. On most trips we'd catch and release quite a few fish, keeping only one or two to eat. But on this day we weren't getting 'hits' let alone hook-ups.

Around 2:00 p.m., I told my buddy Steve that I was getting sick of this lack of action. "Yeah, I'm kind of sick of this, too," he nonchalantly replied — and leaned overboard to puke as though on cue. All the way home, Steve, my wife, and I kept repeating: "I'm really sick of this trip" — hoping for an 'encore'. But it never came.

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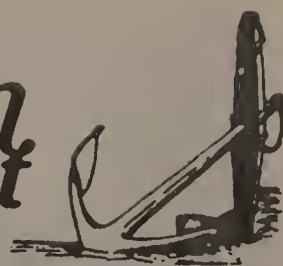


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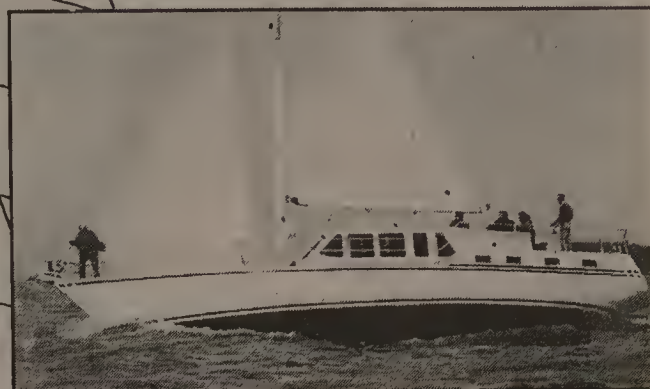
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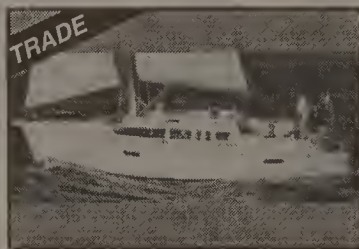
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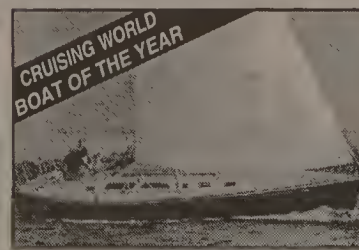
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## LETTERS

We didn't catch any fish, but we'll never forget that trip.

The second story is a little gross, but it's still funny.

One day while sailing on my friend Kip's Santana 29 (sic), I noticed that Ken, a friend of his, was getting the 'look'. You know, pale and quiet all of a sudden. He went down below to use the Porta-Potti. A few minutes later, I told Kip that I thought Ken was down below puking instead of peeing — so we called down and sure enough he was puking into the Porta-Potti. We coaxed him back up on deck, tried to get him to take deep breaths, look at the horizon, and all that.

After a while, we realized that heading back would be the compassionate thing to do, so we did. When we got back to the slip, I offered to empty the 'suitcase' at the shore head. Ken insisted that he should help, as he was responsible for filling much of the Porta-Potti. When we got into the stall, I instructed him to hold the flush lever down while I poured the contents of the Porta-Potti into the toilet. As soon as I started to pour, Ken started to puke again. There we were, me laughing so hard I was shaking, Ken heaving, and all that good stuff going down the drain.

Poor Ken, it was his first/last sailing trip — and it was so much fun!

Gary Stanton

Tiara

Half Moon Bay

## FROM MAINE TO KEY WEST

I just wanted to congratulate you on your 20th anniversary! It's incredible how time flies, as it seems like only yesterday that *Latitude* was starting out, taking in articles from amateurs such as myself. I think my yellow lab Troy made it into more issues than I — and rightly so. He was a talented UMDD (Ultra Mellow Door Dog) that welcomed customers into our Sausalito West Marine store in the early days.

*Latitude* is still one of the most requested publications in our stores — no matter if it's a Bay Area store or from Portland, Maine, to Key West, Florida! I was at our ribbon-cutting ceremony at our new store in Stamford, Connecticut, last week and two customers requested that we carry *Latitude*!

Keep up the good work and best wishes for the next 20 years.

Rich Everett, Executive Vice President, C.O.O.  
West Marine

Readers — Not very many high school students own racer/cruisers when they're in high school, but if memory serves us, Everett was one of the few. He kept his Coronado 25 at Gashouse Cove in San Francisco, where she served Everett well as a sailing vessel — and a large part of his high school class as a great place to woo lovely young ladies.

By the way, *Latitude* is distributed at about 50 West Marine stores around the country. If you don't see them on display, ask; because the demand is usually greater than we can satisfy, copies are often kept under the counter for sailors who specifically ask for them.

## A FITTED-OUT SISTERSHIP IN TWO WEEKS

Following the advice that we've read in *Latitude* for more than 17 years, we've been out cruising. So when you requested stories for your 20th anniversary issue, we were in the Caribbean and unable to respond in time. But we'd still like to congratulate you — and tell our story.

During the summer of '85, we were preparing our Crealock 37 *Inca* for a trip to Mexico. We'd completed quite a bit of work, but had to leave the boat in Moss Landing while we went on a business trip to Europe. While in Denmark, we received a phone message that *Inca* had burned and was severely damaged!

It just so happened that we had the current copy of *Latitude* with us — doesn't everybody keep a copy handy? In that issue was a half-page ad for the fully-equipped Crealock 37 *Content*. I immediately



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## LETTERS

responded to the ad and, after talking to the owner, thought it sounded like a good deal. I then flew home to talk to the insurance adjuster — Glenn had to stay for business — and to see what had happened to our boat.

The finding was arson. Apparently somebody had a big party under the full boat cover we'd just installed. Fortunately, the insurance company declared *Inca* a total loss. Armed with a settlement check from the insurance company, we went to see *Content* — which turned out to be totally ready for a Mexican cruise. The fire had been in mid-August; we bought *Content* on the first of September; we headed south from the Bay Area on October 1!

We had a great cruise — although it was way too short and we only made it as far south as Cabo.

We later sold *Content* and bought a brand new Crealock 37 that we named *Tropic Bird*. In September of '92, we again left the Bay heading south. Spending the subsequent summers here in Northern California and the winters cruising, we got as far south as the Canal before visiting the western Caribbean. When we returned home for summer, we left the boat at: 1) Puerto Vallarta; 2) Colon, Panama; and 3) twice in Guatemala's Rio Dulce.

This past winter we sailed from the Rio Dulce through Belize and Mexico, then up to Fort Myers, Florida. *Tropic Bird* is now on a trailer headed for Alameda. We're looking forward to more wonderful Bay sailing.

Glenn and Jane Goldsmith  
*Tropic Bird*, Crealock 37  
Gilroy

*Glenn & Jane — Thanks for the kind words.*

Quite a few people have owned the same boat model twice — including two members of the *Latitude* staff. Owning the same model boat three times is quite rare. As for four times, the only one we know is Roy Jennings of Inverness, who owned four Freya 39s — one wood, one steel, and two fiberglass. He put many miles on each and every one of them.

### ⬇⬆ A RATHER POOR USE OF RESOURCES

Having read the recent material in *Latitude* concerning Coast Guard inspections, I was less surprised than I might otherwise have been to have the experience myself last week — while bringing my Beneteau First 42 *Champagne* up the Baja Coast.

*Champagne* was sailing north a good 120 miles south of the border under reefed main and blade in about 20 knots of wind when we were passed by a 100-ft Coast Guard vessel heading south. The cutter altered course to pass behind us, and hailed us on 16. After obtaining our U.S. document number, my name, address, and birthdate by radio, I was informed that we would be boarded for a 'safety inspection'. We were told to heave to upon approach by their inflatable. It was early afternoon, the sea was relatively flat for the wind, and within 20 minutes they had a small boat over the side.

Shortly thereafter, a good-sized inflatable with seven armed personnel approached, and a team of six under the command of a J.C. Tierney came aboard. The young men involved were all most courteous, and after looking over the boat went through the drill of checking every lifejacket, flare, fire extinguisher, and bell before citing me for having two rather than three fire extinguishers and some outdated flares. There was minimal inconvenience, and we were the worse for it only to the extent of some marks on our topsides from the inflatable, and some loss of time. Their departure was a little more dramatic than their arrival, as the sea had been building during their time aboard.

I was quite surprised to find the U.S. Coast Guard performing these 'services' so far from home, and would be glad to put up with much of the nonsense if their availability for Search & Rescue work in that area was enhanced as a by-product. However, I do not believe that it takes six armed men to count my lifejackets, and asking



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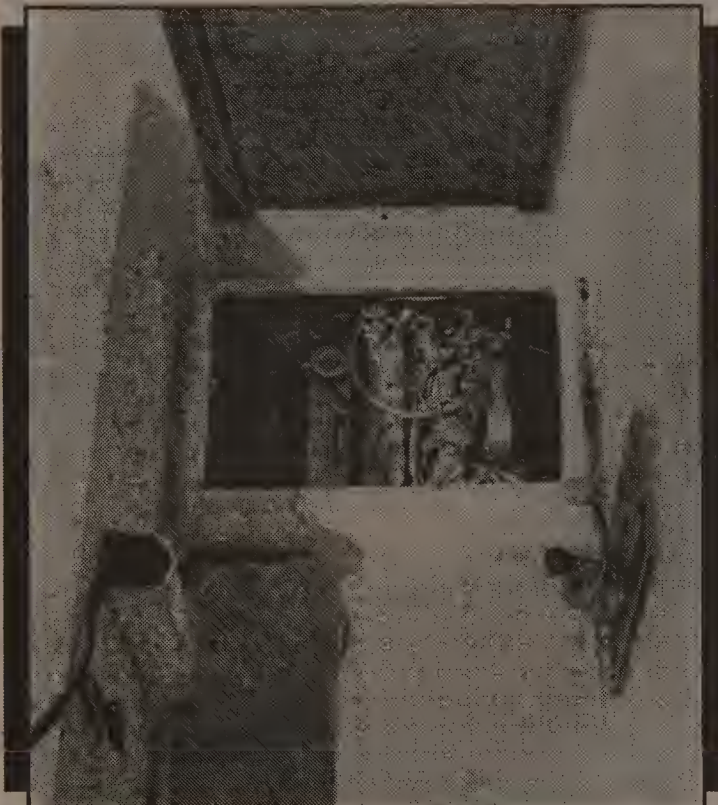
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## LETTERS

whether we had weapons aboard fell somewhere outside the 'safety inspection' line of inquiry.

I suspect that this procedure produces more risk to all concerned than it prevents, and think it a rather poor use of resources at best. At worst it is an intrusive search without probable cause — and the sort of thing none of us would tolerate in our homes. However courteous their actions, there is an element of intimidation involved which is demeaning to everyone concerned.

I add my vote to those calling for an end to this sort of thing.

Hall Palmer  
Champagne  
Palo Alto

*Hall — The Coast Guard roams far and wide, and can inspect U.S. vessels anywhere in the world other than in the territorial waters of foreign countries. In addition, U.S. Navy vessels often carry small Coast Guard contingents. If the need arises, they merely have to hoist a Coast Guard flag and like magic the ship is temporarily transformed from a Navy to Coast Guard vessel. The Navy, like other branches of the military, cannot board civilian vessels.*

*If lives are in danger, nearby Coast Guard vessels will respond. It makes no difference if they are off the coast of Mexico or — and this may come as a surprise — off the coast of Cuba.*

*In any event, we agree that the so-called 'inspections' are a poor use of Coast Guard resources.*

### ↓↑BOAT AS RESIDENCE

I heard — from a distant source in the Coast Guard — that one of the reasons Coasties don't make 'safety inspections' at dockside is because they are concerned that a boat, for legal purposes, might be considered a residence. As you probably know, the IRS often considers boats to be residences for tax purposes.

If the courts ruled that a boat at the dock was a residence, it would be protected from unreasonable searches by the Fourth Amendment. That would leave the Coasties in big trouble, both civilly and criminally. It could even put them out of the 'safety inspection' business, as they would be required to follow the same rules as every other police agency in the United States.

It's my understanding that the Coast Guard feels more secure in their legal rights by only preying upon vessels not secured to land. And that security is important, because without such 'inspections' they might have trouble justifying their budget to Congress. Think of all the 'paper castles' that might then collapse! God forbid the Coast Guard would have to resort to their original mission and duties, the ones that earned them the utmost respect of mariners.

To inquire about the veracity of the above information, we tried to contact the local 'El Comandante'. He referred us to 'El Presidente' — who referred us back to 'El Comandante'! After we were asked to provide the name and location of our boat, along with other identification, before we could speak with 'El Comandante', we decided discretion was the better part of valor, and promptly made our retreat.

Don Anderson  
Seattle

*Don — Latitude 38 is being audited by the IRS for the first time in 20 years. You don't think it has anything to do with our repeated constructive criticism of the Coast Guard and/or our trip to Cuba, do you? Call us naive, but we don't.*

As for the boarding at the dock business, the Commanding Officer of the Coast Guard in San Francisco tells Latitude that their mandate only allows them to board boats that are underway or that they have seen underway. The absurd result is that the Coast Guard spends all kinds of time and money bothering grandma and grandpa as they sail across the Bay aboard their well-equipped and maintained boat, while scores of dangerous and unsafe boats — if you can even call them



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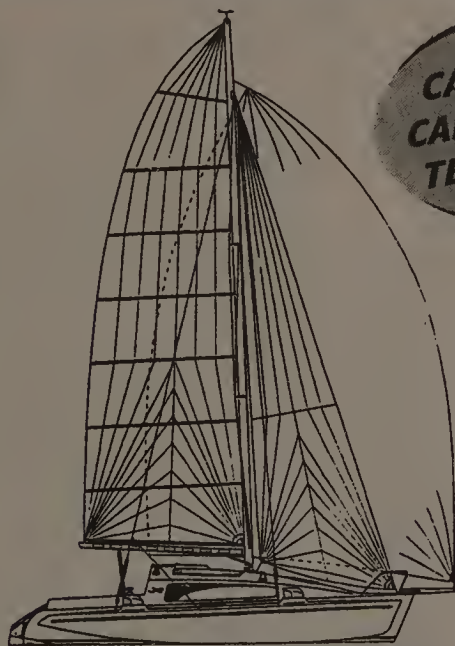
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## LETTERS

boats — get away scot-free in Richardson Bay.

So when a 90-footer sinks in Richardson Bay, as it did last year creating all kinds of pollution, a navigation hazard, and a giant financial liability, the Coast Guard can claim they didn't have anything to do with it — even though the only thing that had kept the boat afloat for years was plastic sheeting around the hull and non-stop pumping. If the Coast Guard was a public corporation, it would be getting sued by the EPA, the Richardson Bay Regional Agency, Earth Island Institute, the BCDC, Mothers Against Stupid Government, and we don't know who else.

God bless the Coast Guard, but it's time that they — and more importantly, the Department of Transportation that hands down the orders — get their act together.

#### ↓↑A PHOTO OF ABIGAIL

We've been readers of *Latitude* for many years and look forward to every issue. We're long time Bay sailors and our son and daughter are into sailboat racing. We even help with distribution, taking *Latitudes* to pass out whenever we travel. And we've also mailed copies to friends who are retired on Moorea.

Our reason for writing, however, is to see if it would be possible to get a print of the photo of Abigail Morgan that was published on the top of page 233 in the April issue. We would gladly pay any charges necessary.

William E. Wall  
Redwood City

William — *Latitude* offers reprints of all photos we publish for \$25 (and \$10 for additional copies of the same picture). Please write us at 15 Locust Ave., Mill Valley, CA 94941, including your check, return address and any possible cropping instructions.

#### ↓↑IT'S THE THINGS YOU DON'T DO

In the April *Sightings* article on J.P. Ross and his Generation X friends who are taking off cruising before they turn 25, you did them a disservice by stating that they have "decided to put their lives on hold for the moment."

That's a phrase I see too much, and it always bothers me. They're not putting their lives on hold, they're picking up speed and passing the rest of us who immediately turned into corporate drones after graduation. As Travis McGee, John MacDonald's fictional boat bum and philosopher, put it: "Why wait until you're old to enjoy retirement? Take it in chunks along the way while you're young enough to enjoy it!"

Besides, Ross and his friends are developing a skill — working hard with a group of people to get something done — that will get them wherever they want to go. I say 'good luck' to J.P. Ross, Amy and Wendy Dobras, and Brent Norton! You've reminded me that it's the things you don't do that you regret. I'm not far behind you.

Blake Elder  
Los Altos

Blake — For most people, it might be best to conform. You graduate from high school and university, start a career, then spend 40 years trying to claw your way to the higher echelons of your field. Based on what our schools teach, this is life's only option for 'success'. Baloney!

For young folks with more gumption or who for one reason or another can't conform, the 'paths less travelled' offer more risk — but also the chance for substantially greater financial and personal rewards.

We like your point about Ross and the others developing the valuable skill of working with others to get something done. Every endeavor needs a 'humper', a person who 'makes things happen' when obstacles arise. In the corporate world it takes a long time to be a humper — and even then layers of superiors look over your



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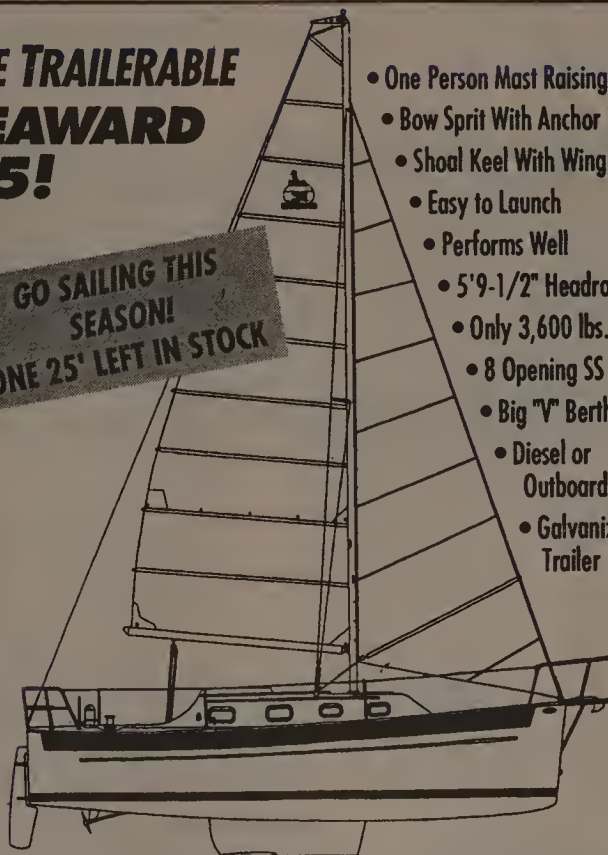
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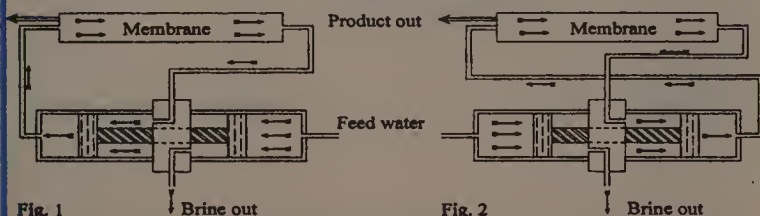


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## LETTERS

shoulder to second guess. On the other hand, if you're like Ross and have an endeavor of your own, you get to be a humper from day one and don't have to bother explaining your decisions to someone who may be locked into the traditional way of doing things. Mistakes will be made, for sure, but is there a better way of getting an education than by recognizing your own goofs? We think that Ross and the others have everything to gain and nothing to lose through their cruise.

We also appreciate the remark about it being the things that you don't do that you regret. On the night before high school graduation in 1966, the Wanderer was sitting in a car with a very dulcet — and voluptuous — fellow student by the name of Lynn deGroot. The Wanderer was pretty certain she was giving him the 'kiss me' signals, but he wasn't confident enough to lay one on her — and the opportunity was lost forever. Obviously, it's not one of the Wanderer's big regrets in life, but it's symbolic of what happens if you fail to even make an effort.

### WILL CHARTERS PAY FOR A BAREBOAT?

The questions posed by Pat Keenan in the May issue merit our response. The questions were: 1) Will the charters pay for the boat? 2) Did the management program perform as claimed? 3) Was the boat kept in good condition while chartering? 4) What condition was the boat in when it came out of the management program?

We decided to purchase a charter boat in a management program because we're pretty much tied down to a yacht charter and brokerage business. Over the past 25 years we've owned a number of boats and had taken one on a year's cruise. But our current business allows us to cruise six weeks a year at the most — which just happens to be the amount of time allowed when you have a boat in the company's charter management program. In addition, having sampled some of the world's best cruising grounds — the Caribbean, Mexico, and the Greek Islands — we concluded that owning a charter boat would be the only way for us to see all these exotic places. Some of the time we'd be doing it with our own charter boat, but more often with sisterships in the charter company's program.

There are several good charter management companies, but we selected Sunsail for three reasons: 1) It's one of the two most well-known charter companies, with 650 yachts in 37 locations. 2) It was the only company that guaranteed the payment of 50% of the purchase price within 5 years. In our case, the company agreed to pay 50% — in 60 installments — of the 1996 charter-equipped Beneteau Oceanis 351 we bought for \$120,000. In addition, the management company pays all costs — including maintenance, berthing, and insurance — during the 5-year period. 3) This reason was personal: the company agreed to our request to let us sail an Oceanis sistership in Greece for up to 4 weeks a year — with the other 2 weeks in any other location where Sunsail has a base. There is a usage formula involved depending on high and low season, but our main problem is finding the time.

So far, Sunsail has made all the payments on time. In addition, they have performed to all our expectations, as the employees are professional in all areas from boat/engine/machinery instruction to navigation and anchoring suggestions. Also their service is very good. We'll never forget the time that we were anchored at Skopelos, a Greek island in the Sporades, when a Sunsail skipper sailed singlehanded all the way from the company's Skiathos base to dive and remove a net wrapped around the prop!

So far the boats have been clean and kept in good condition — allowing for normal wear and tear. We can't answer the question about what our boat will be like when it comes out of charter since we still have several years to go. We have reported some fiberglass/gelcoat chips on our boat, as well as damage to our toerail. But we expect that those repairs will be made this fall.

We're also interested in hearing from other charter boat owners who have completed their 4 or 5 year charter management

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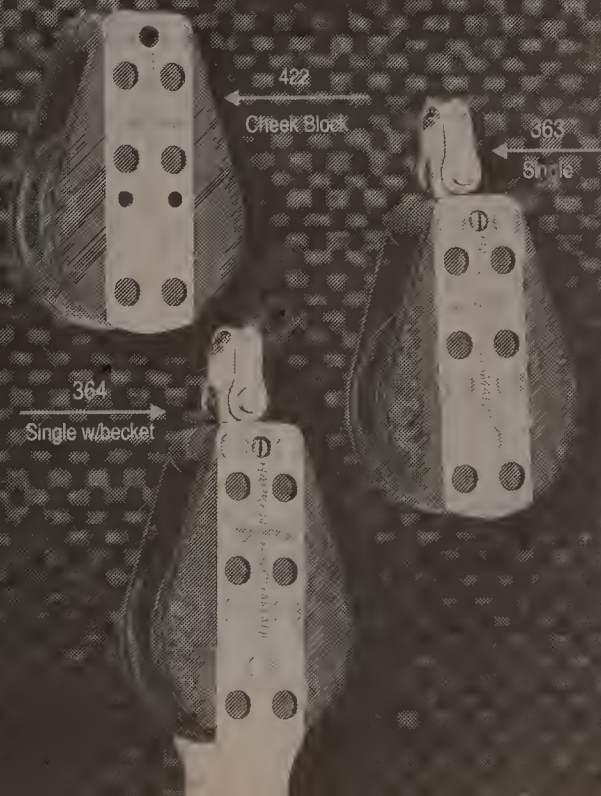
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## LETTERS

agreement, and we will gladly answer specific questions from interested readers.

Chris and Inger Chrones  
[PacYachts@aol.com](mailto:PacYachts@aol.com)

### ⇓ BOAT DISMANTLING

I read the *Broken Toys, Abandoned Dreams* article in the April issue. The problem of abandoned boats is more widespread than just the Bay Area.

My wife and I are investigating possible business opportunities in boat dismantling. If we decide that we can find a market for this endeavor, we may be interested in abandoned boats.

Roy D. Young  
Auburn

Roy — Sorry to pour water on your dreams, but we think the opportunities in dismantling abandoned boats are pretty bleak. In general, abandoned boats are abandoned because their liabilities greatly exceed their intrinsic worth. For example, many such boats would have to be salvaged — which entails all kinds of legal and environmental headaches, as well as tremendous expense — before they could be dismantled. And once salvaged, we think you'd find precious little left of value — and you'd be stuck with a hulk that would cost plenty to have destroyed.

If you still think it's a great idea, page Sausalito Harbormaster Bill Price at (415) 458-0833. He'll set you straight.

### ⇓ MICHAEL BATES' LEGACY

I'm shocked and pressed with a growing sadness by the death of Mike Bates — as learned from Tom Eagan's beautiful and accurate letter in the May issue. I am one of Michael's many friends around the world.

I met Mike in 1980 aboard the NOAA ship *Oceanographer* during a slow transit of the equatorial Pacific, the Sulu Sea, and an assignment to the People's Republic of China. At the time, Mike worked in the survey department, but because of his abilities and interest he became involved and skilled in operations throughout the vessel. Michael was respected for his attention to detail and quiet efficiency. He was appreciated for his wit.

In addition to scientific work, the *Oceanographer's* visit to China was diplomatic. We were the first official U.S. vessel to visit in over 30 years. In Xiamen, our first port of call, we dropped the hook at dawn of a hazy, muggy day. The chief quartermaster dutifully raised the flags of the United States and the People's Republic of China, and we waited for acknowledgment from shore that we were indeed in the right place and welcome. We sat on a glass-calm harbor while all description of local water craft scurried about, giving our huge white wedding-cake-looking research vessel a wide margin.

A question arose whether or not our Chinese flag, made aboard ship a few days prior, had indeed been correctly sewn to show four smaller yellow stars radiating from a larger one in the upper inside corner. As lookout, I was directed to keep alert for wind that might blow our way to allow the chief quartermaster to check the flag if it unfurled. The debate among officers was how it might be perceived if we struck the Chinese flag to count its stars. Diplomatic protocol and scientific advancement hung in the balance. In the Sulu Sea we had avoided pirates and the Islamic Revolution. Now we were trying to prevent flash-freezing two antagonists back into the Cold War. It was then that Michael appeared topsides with ditty bag in hand. Not saying a word, he gazed up the mast, eye-balled the flag, and disappeared below. A while later he was topside again with a neatly folded newly made PRC flag under his arm — which he subtly put into the hands of the chief. The new flag was hoisted on a different halyard, and then the suspected errant one was lowered. Eventually the launch with port officials and VIPs that we expected appeared, and we received our welcome to China. A breeze didn't stir that



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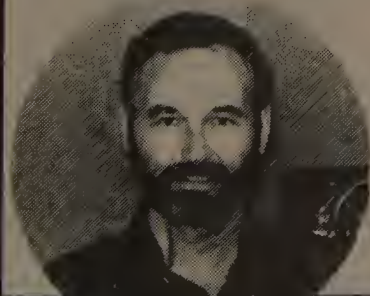
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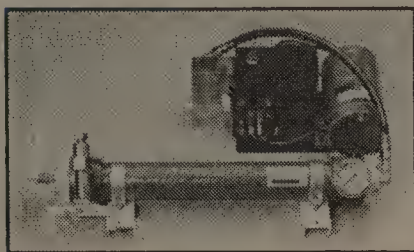
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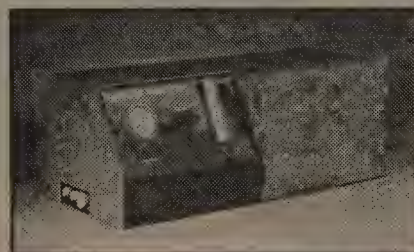
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## LETTERS

morning — but neither did the crew of the *Oceo* fear embarrassment thanks to the handy stitch work of Michael Bates.

Mike's curiosity and respect of cultures was keen. Wherever we visited he seemed to find the most unique aspects or have a most interesting time learning from the local people. His magic tricks for children drew throngs of curious onlookers and thus stopped the flow of pedestrian and bike traffic. He quietly delighted in the pleasure he brought to people. He was very modest about his abilities, but he was also confident and certain. I would have trusted Mike's judgment and seamanship in any situation. We had many good conversations and over the years exchanged long letters. His voyage aboard *Rhysling* and his adoption of Charles rated among the most important satisfactions in his life. My wife and I vicariously experienced some of Michael's adventures through the descriptive letters that he wrote. Parts of those letters I shared with my students as we followed his voyages on a classroom map.

In the old days, they would have named a tug or schooner after the passing of a figure like Michael P. Bates. His legacy will be the friendships he made and the people he touched in the course of his life.

Paul Judge  
Sebastopol

**Readers** — As reported last month, the 47-year-old Bates was found stabbed to death in a Mazatlan motel room on the night of March 1. He'd apparently gone there with some new local friends to socialize and share some beers. A motive for the murder is not clear, as some valuables were taken but not others. At last word, there were several leads and a primary suspect.

Bates, who'd grown up in Palo Alto, had spent six years cruising the South Pacific aboard his *Alden 44 Rhysling*. He'd left Friday Harbor last September 15 aboard Tom Eagan's *Saros*, arriving in Mazatlan on February 23.

Contributions to the Michael Prior Bates Memorial Scholarship Fund at the California Maritime Academy Foundation should be sent to Box 327, Vallejo, CA 94590.

### THE KENWOOD CUP ON LAKE MERRITT?

You'll have to excuse this somewhat out-of-date letter, as our last six stops have been at islands that don't have mail service. And with all the hams blasting the airwaves about where all the 'good' places are, I decline to have a hand in the destruction of yet another wonderful destination. Anyway, a September '96 *Latitude* recently greased our palms, and I would like to comment on two issues raised.

First is the matter of Coast Guard boardings and Fourth Amendment rights. It is very easy for those of you — and this applied to me when I lived in a marina — to sit on your secure boats and second-guess what you think is right or wrong. I would like to challenge those of you who are intent on nibbishing the Coast Guard to come out on the real ocean and find out that there actually are some fairly decent people in the Coast Guard. Some are actually mariners.

I agree that the Coast Guard should not be able to board without a warrant, but this is an issue to be taken up in the courts and not through civil disobedience. To the jackasses who print and/or display the bumper sticker with an upside down American flag, this is not civil disobedience but cowardice. When you display this bumper sticker, you send a message to the entire world that you are a wimp. Those who know me know that I don't cut the government any slack and that I'm not a flag waver. But an upside down flag means surrender, and if you do this, you'll get what you deserve. I also noticed a number of writers declined to give their names. So go ahead and display your bumper stickers and write letters without signing your names, but we'll all know you're cowards.

The same issue of *Latitude* carried an extensive article on the Kenwood Cup — but not all the story was told. We were in Apia,



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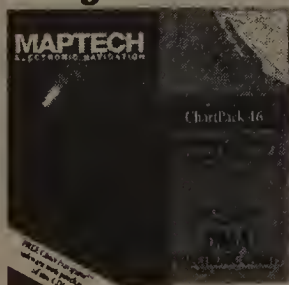
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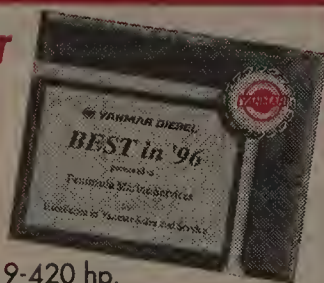


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## LETTERS

Western Samoa, for the Festival of the Arts in September 1996 when several of the Kenwood boats came through on their way back to Sheepland. The first was *Georgia*, winner of Class C. When *Georgia* arrived at the crowded anchorage, the skipper started crying because he didn't have a dinghy to get to shore. At first he bummed rides, then he demanded them. Eventually he borrowed a dinghy from a local yacht.

While he was gone from the boat for a few days, she dragged and bounced off a number of other boats before a group of us, at risk to ourselves, lassoed her and brought her to the dock. We had to use small outboards, and it was no easy task to control the boat. When we tried to secure her, we learned that *Georgia* had been 'sailing' on her hook for days because she had less than one boat length of aluminum chain or some worthless alloy for here in coral land. The extensive rode was slippery polypropylene line. There were no other lines available on the boat to tie her up with. Not that it would have mattered, as the boat didn't have any cleats, either.

So here we are playing 'pinball boats' with little motors and a poorly-equipped boat. After considerable work, we managed to get the boat to the dock and secure it. It was then that a Kiwi roared up with a 40-hp outboard and had the nerve to bitch us out because he didn't like the way the boat was tied. No one said anything, we just left Mr. Sheepface to tie the boat anyway he chose. In keeping with the tradition of 'racers are superior', there never was a 'thank you' or 'kiss my ass' from the crew or skipper of *Georgia*. I guess it was beneath them.

Then there was the saga of *Total Recall*, another Kenwood Cup boat. If there is anything you never do down here, it's enter an unfamiliar harbor at night. This is not the United States, so if there are navigation lights, they're usually not working or dimly lit. Further, the charts are not GPS corrected. The master of *Total Recall* decided to enter Apia at night, anyway. Moments after he struck the reef, he put out a Mayday call — although I didn't hear it. My good friend on another boat did. Although he didn't have an outboard for his dinghy, he recognized what was going on and rowed out of the harbor to where the boat had hit the reef. At great personal risk to himself, he crossed the reef, took the line from the disabled boat, and recrossed the reef. There was no way to do this without suffering coral cuts and damage to his dinghy.

Eventually the local tug came and pulled *Total Recall* off. She was badly damaged and had to be taken home aboard a ship. A party was called to say 'thank you', which my friend, who played a major role, attended. It turned out that the local party was really a 'kiss ass' thing for the local tug crew. Not a word of thanks was offered to my friend — and he's modest enough to know that there are people out there who are small thinkers with small penises. It was interesting to hear that the skipper of *Total Recall* blamed the accident on the fact that the chart was not accurate to the GPS. He therefore blamed the chart for his lack of seamanship.

If this is the quality of seamanship for racers, perhaps the next Kenwood Cup should be held at Lake Merritt — and on a day when the sailing school is not in session so the racers won't get shown up.

Craig Uhler  
Kiku Maru  
South Pacific

Craig — Is it just us, or do we detect a trace of anger?

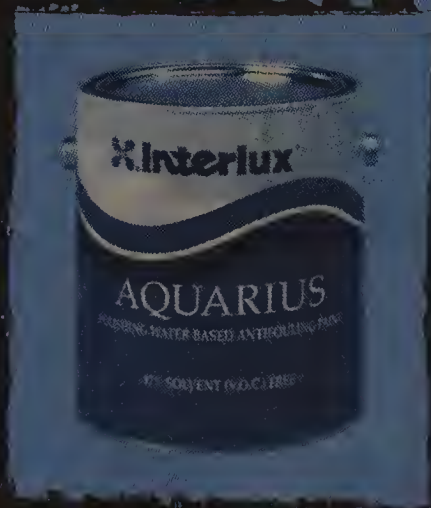
The upside down flag was the *Wanderer's* idea, and he still thinks it's a good one. If you keep cruising long enough, you'll learn that an upside down flag is a well-known international symbol of distress — as in 'one of our American civil rights is under distress'. A white flag is what you use to surrender.

Try to modify unconstitutional Coast Guard behavior through the courts? If you've got the millions to mount such an effort, be our guest. Trying to achieve the same goal through civil disobedience — take it from a veteran of scores of protests from the '60s — is more



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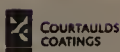
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## LETTERS

appealing for several reasons: 1) It's cheap. 2) It's effective. 3) Being part of an 'oppressed group' is 10 times more fun than being part of the establishment. And, 4) Civil disobedience doesn't require money or spending half your life wearing suits in stuffy courtrooms. So don't knock it unless you've tried it.

We weren't in Apia when the incidents involving Georgia and Total Recall occurred, so it's difficult for us to comment on them. But are some racers (and their delivery crew) arrogant? Yes. Do hi-tech racing boats carry inadequate ground tackle? Yes. Do hi-tech racing boats not have enough cleats? Yes. But are there arrogant cruising skip-pers? Yes. Do many cruisers — even veterans — have very limited sailing skills? Yes. Do cruisers sometimes make stupid mistakes? Yes.

To err is human. Both racers and cruisers are human. So let's not get too wrapped up in this 'cruisers are better than racers' invective.

### ⇓⇓ A COUPLE'S COUPLE OF CIRCUMNAVIGATIONS

We'd like to add our names to *Latitude's* list of circumnavigators.

Our first time was west around aboard *Bacchus*, a flush deck wood ketch that had been built in the Northeast in 1952. We — just Al and Beth — left Annapolis in November of '66 and sailed to Panama and across the South Pacific, making many of the usual stops along the way. We then sailed across the Indian Ocean to — because the Suez Canal was closed due to the '67 Israeli War — South Africa. After covering the Atlantic and Caribbean, we crossed our outbound track in Panama almost three years to the day after we'd left. We continued on to Newport Beach, California.

Our second circumnavigation was east around aboard *Sunflower*, a flush deck glass and foam sandwich Perry one-off that was built in Taiwan in '76. After various cruises in the Eastern Pacific, we left Singapore in '79 for Borneo, Hong Kong and Japan. In '80 we crossed the North Atlantic from Yokohama to Victoria in 34 days. The next year we did the Pacific Northwest, Alaska, and the west coasts of the U.S., Mexico, and Costa Rica before sailing through the Canal to the Bahamas and the East Coast of the United States.

After a work interlude of two years, we sailed to Bermuda, the Azores, Ireland, Scotland, England, Holland, Denmark, Sweden — and then backtracked down the west coast of Europe. We spent quite a bit of time in all parts of the Med, and didn't head down the Red Sea until just after the end of the Gulf War in '91. After stops at Aden and Kenya, we headed across the Indian Ocean to Sri Lanka, Thailand, and Malaysia. We — again just Al and Beth — crossed our east around outbound track in Singapore in '92 some 13 years after we'd started.

We've been working in Guam for the last five years but are about ready to set sail again!

P.S. Do you know of any other couples who've done both east and west circumnavigations?

Al and Beth Liggett  
Marianas YC, Aguana, Guam

Al & Beth — We suppose it would be fair to conclude that you enjoy your cruising!

We're still sorting out all the various circumnavigator responses, so we can't say for sure whether any other couple on our list has done both east and west circumnavigations. We do know, however, that Fritz Warren, a former Sausalito mayor, is on the verge of completing his second circumnavigation aboard his *Celestial 48 Truly Fair*. The first time he went west around, this time he went east around. But he didn't always have the same crew.

### ⇓⇓ MANY SAILORS CAME BACK FOR MORE

With this letter, I regret to inform everyone that the Metropolitan YC of Oakland has not received sufficient interest to host a full-fledged Catalina Race this year. We will, however, provide a start and finish if anyone wants to mount a serious challenge to the record.

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**Hal Roth - Santa Cruz 50** "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



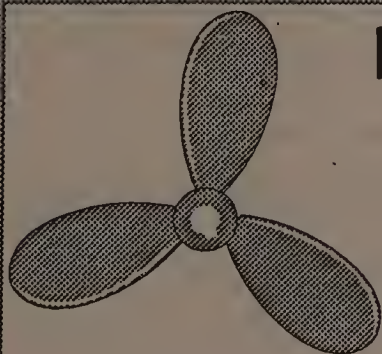
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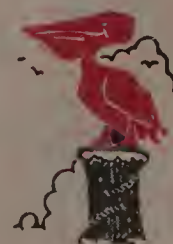
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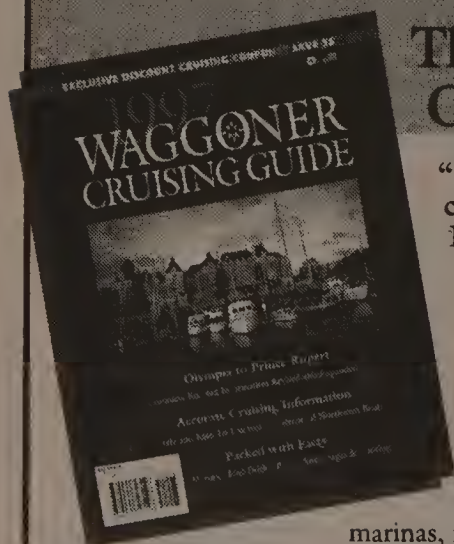
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## LETTERS

TransPac. Three of our members were entered in the big race and decided that dueling to Catalina would be a good tune-up. Things really took off from there. Eventually, we partnered up with Navy YC of Long Beach, which manned the finish line. The Navy YC then produced a 'Homeward Bound Race' from Catalina to Long Beach. It was lots of fun.

The Catalina Race originally started at the mouth of the Oakland Estuary, which meant the fleet had to race across San Francisco Bay and out the Gate. Sometimes this took half a day, so the racers wanted to get into the ocean quicker. Kirt Brooks and the race committee obliged, and subsequent starts were from the St. Francis YC and later Baker Beach.

In 1995, *Winterhawk's* old record of 35 hours, 11 minutes and 40 seconds was destroyed by Larry Ellison's *Farr 78 Sayonara*, which had an absolutely perfect start and a great race to finish in just 34 hours, 30 minutes and 53 seconds. But even that record fell last year to Steve Rander's *Wylie 70 Rage*, which despite blowing out the #3 just prior to the beat at the start, obliterated *Sayonara's* record with an amazing time of 31 hours, 30 minutes and 34 seconds.

The Catalina Race has featured all kinds of weather. There were slow years, when it took some boats more than a week to finish. There were fast years, when every boat finished in less than 70 hours. Usually the wind blew from the northwest, but once it was a beat all the way down! The last few miles to Catalina were almost always light, which required skillful boathandling and strategic approach angles to do well.

After doing the Catalina Race, many sailors came back for more. Past Commodore Jim Forrest did it 13 times. Hal Nelson raced both *Axelheyst* and *Zeus. Troublemaker*, the winner of the first and second races, did the race under different ownership. Eventually, however, the number of entries dwindled, in part because the race wasn't part of the ocean season and in part because of the proliferation of other July sailing events.

The Metro YC will re-examine the Catalina Race format to see if the race can be restructured into something the racing community wants back. If so, we'll again host a Catalina Race.

Robert B. Gray  
Race Committee Chairman, MYCO

Bob — Members of the Latitude staff have enjoyed many Catalina Races over the years. Most races go in cycles, and we hope to see the Metro YC's race to Catalina back in the limelight again soon.

### STUPID AND POINTLESS KIWI INSPECTION

There may be some concern about New Zealand's outbound yacht inspections under 'Section 21'. The inspection is now required before outbound customs clearance is granted. Here is my experience and a few comments:

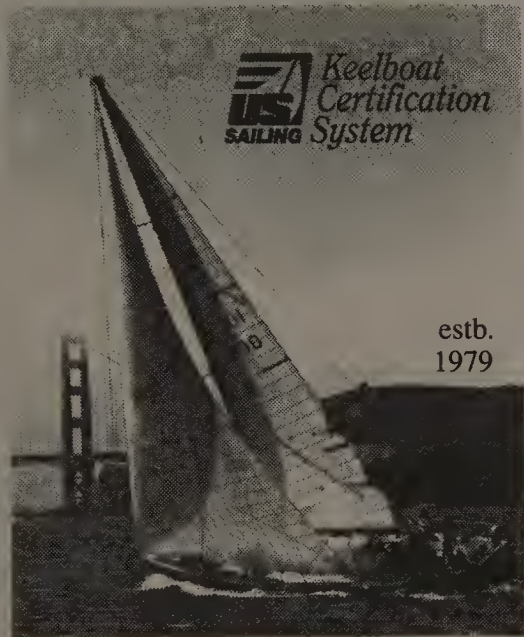
When the inspector came to my Folkes 39 *Nepenthe*, he first asked for basic information such as the registration number, next destination, and so on. Next he asked if I had the following: EPIRB (121.5/243 or 406 or 1600 MHz), lifejackets, safety harnesses, navigation equipment (GPS or sextant), radio transceiver (VHF, SSB, or Ham), liferaft, bilge pump, first aid kit, fire extinguisher, and flares.

I then paid him \$75 N.Z. — a little over \$50 U.S. — and received an inspection certificate to be presented to Customs upon check-out. The inspector was vague about the length of time for which the certificate was valid, but said he thought it was good for "several months." The certificate has no expiration date on it. The whole process took less than 10 minutes.

It might help to clarify the procedure to say something about what was not done. My GPS, VHF, EPIRB and fire extinguisher were clearly visible from where the inspector sat, and the dinghy was tied alongside. None of the other items the inspector asked about could be seen. The inspector did not ask to see any of the other items — even though I offered. He did not look at my flares or check the



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I would recommend your sails without reservation. In fact, the only change that I would recommend is that you rename your company "High Value Sails," as the connotation of low cost tends to be one of inferior workmanship--something that you definitely do not tolerate.

Sincerely,

Robert M. Hubbard

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## LETTERS

expiration dates. He did not check that any of my equipment was operational. He did not check the EPIRB's battery expiration date. He did not ask whether any of the items were mine or whether I intended to sail with the items onboard. He did not ask about the contents of the first aid kit or liferaft/dinghy 'grab bag'.

Further, there was no rig or hull inspection, or any questions about them either. He did not ask to see my log, inbound clearance papers, or any other documents. He did not ask if I had a compass, knot log, binoculars or working navigation lights. I told the inspector that I intended to sail for Tonga singlehanded, and he certified that my boat was "adequately crewed for the proposed voyage."

The 'inspection' was clearly a 'non-inspection', carried out only to satisfy the letter of the law, and to separate the visiting yachtsmen from a little money. The term 'boondoggle' comes to mind. Moreover, the N.Z. Customs 'outward report (yacht)' form asks for almost all of the same information — and in more detail — as was asked for by the yacht inspector. It is easy to see why this Section 21 business has so inflamed the cruising yachties: it is stupid and pointless.

The New Zealand Government's objective in passing Section 21 was to reduce the costs and difficulty of offshore search and rescue operations. I cannot see how the current inspection practices — or indeed any feasible inspection practices — would contribute significantly to achieving the government's objective.

Section 21 yacht inspections are administered and conducted by the New Zealand Yachting Federation, an organization of New Zealand YCs under the aegis of Maritime Safety Authority. I was told by the inspector that of the \$75 N.Z. fee, \$20 goes to the Yachting Federation, \$55 to the inspector, and more to the government. I was also told that at present there is no move to rescind Section 21 — although there is at least one court case on appeal challenging the validity of the law.

One caveat: I've related my experience, but the experiences of others may be different. Inspectors may differ in their procedures. Currently there is no standardized checklist for the inspectors, and I have personally seen at least four different lists of requirements. My inspector used none of the detailed lists I've seen, but rather used the government pamphlet: *Yachts and Pleasure Craft: New Zealand Arrival and Departure Information* — which he supplemented as things seemed to occur to him. It was very casual.

Although the Section 21 inspections are certainly an unwelcome annoyance and expense, they are hardly reason for avoiding this lovely country.

Tom Scott  
Folkes 39, Nepenthe  
Menlo Park

### ↓↑ OUR STORY IS A LITTLE DIFFERENT

Since our arrival in San Diego on March 14, we've been reading *Latitude* from cover to cover — and enjoying it immensely. We found our names in the April issue as being the owners of boat #300 in the *Hot Rally* to Cabo San Lucas. What a surprise! It's true that we did visit Cabo, and when in Cabo one has to pass through the Broken Surfboard Tacqueria where the hospitality is so terrific. But rather than being one of the season's southbound stragglers, we were travelling north on the last leg of our six-year circumnavigation.

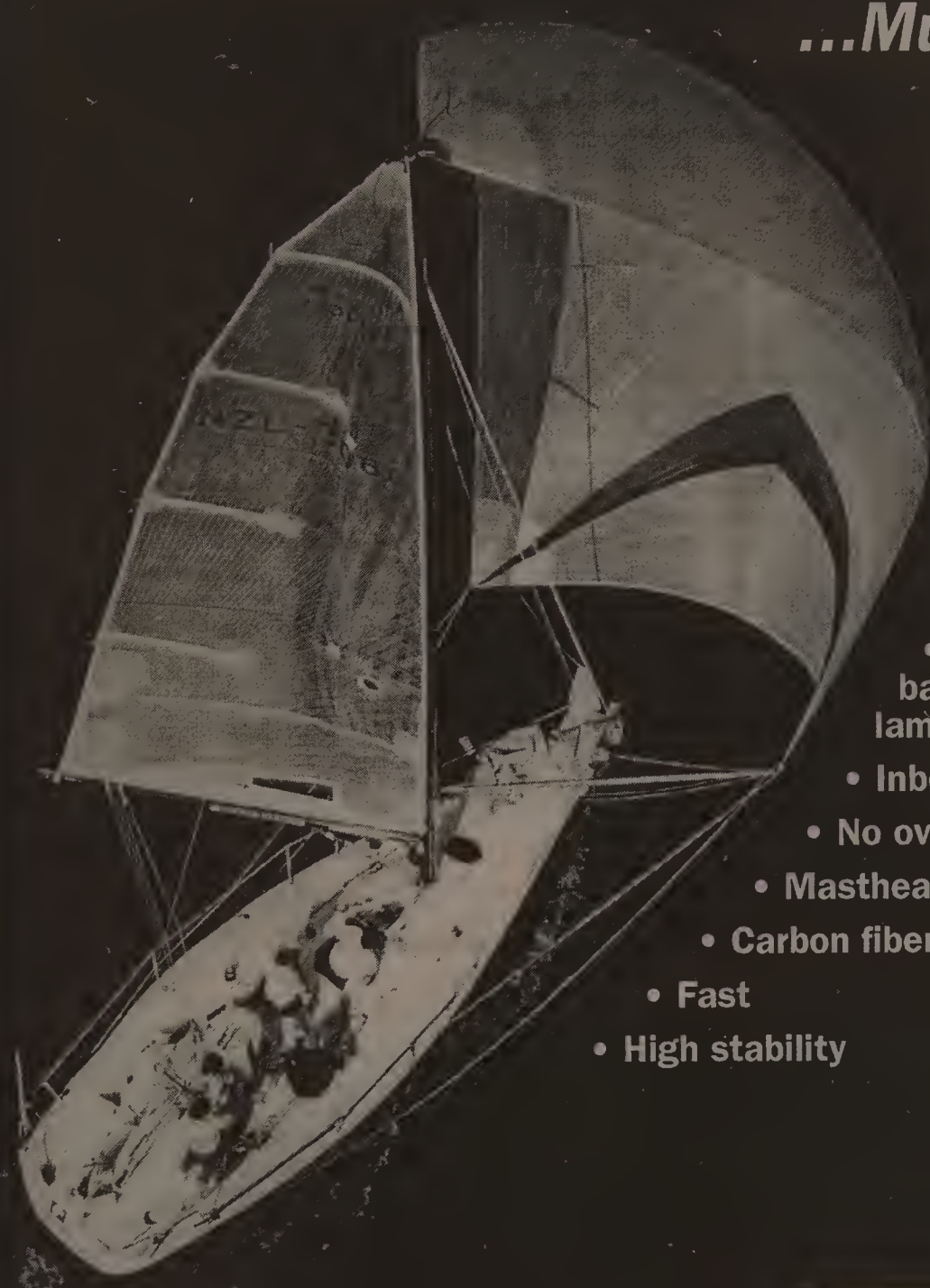
We're not complaining, it's just that our story is a little different. We're Max and Daniela Elstein, and our 15-month-old daughter Solly. We hail from Israel, Italy, and Trinidad, respectively. Our boat is *Patience*, a Freedom 33 cat ketch.

I left California in June of '91 aboard a 32-ft Rhodes sloop while still in another relationship. The relationship lasted — like many others — for just one ocean. So I left New Zealand sailing solo. After crossing the Coral Sea, the South Indian Ocean, rounding the Cape of Good Hope, crossing the South Atlantic, and spending 4½ months up the Amazon, I found myself in the Caribbean in '93. While anchored in the sheltered lagoon of Bucco Reef in Tobago, I met the



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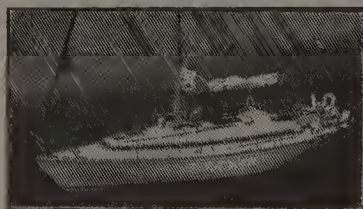
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## LETTERS

woman who would be my wife.

Daniela — who had built a Italian-designed Moana 27 from the hull and deck — had also been in a relationship that had lasted just one ocean. It started when she left Italy in December for the Caribbean via the Med, Canaries and Cape Verdes. She sold her share of the boat in December of '93 and joined forces with me.

While my Rhodes 'Little' *Patience* was in a yard in Trinidad, the 100-ft three-masted junk schooner *Lady Lee* passed through on her way to Brazil. Her captain, William Bowman Lee, needed crew, and happily obliged to conduct a marriage service at sea for us if we'd help him sail the boat down to Belem. So on the evening of September 21, 1994, three days out of Trinidad at 8° 57'N and 58° 52'W, we were married in international waters before our other crewmembers.

After selling 'Little' *Patience* in Bonaire — Daniela was getting pretty big with our baby — we bought our present *Patience* in St. Thomas in May of '95. The boat's 11-foot beam seemed adequate, and we didn't feel there was a need for a boat longer than 33 feet. It was also very important for us that Daniela be able to sail the boat alone. The cat ketch rig made this possible — even when she was eight months pregnant.

Our daughter Solly was born in Trinidad in January '96, and we cruised with her to Venezuela, the ABCs, and the San Blas Islands of Panama. We crossed the Canal in December and spent a month in Costa Rica, where Solly started walking. We suddenly realized how limiting it is for her without granny, space, animals, and kids her own age.

So while we love cruising and we love *Patience*, after six years it's time for a change. So the boat is for sale down in San Diego — check out the May *Classy Classifieds* — but who knows, maybe we'll be on the water again in a few years aboard a bigger cat ketch.

P.S. English is our third language aboard, so please excuse our spelling and grammar.

Max, Daniela, and Solly Elstein  
San Diego

### ⚡ A SNAP-LIKE SOUND

The trip from Chacala north past San Blas to Mazatlan should be an overnighter for our Tayana 37 cutter *Madchen*. The evening we started the passage was the sort of which cruising dreams are made. We were motorsailing with about eight knots of wind just ahead of the beam, the Hale-Bopp comet was beautiful in the northeast sky, porpoises were playing under the bow, and schools of fish lit up the sea with clouds of bioluminescence. It was a truly an enchanting evening!

Then at 0530, about 15 minutes after the first hints of dawn, this tranquil scene was rudely interrupted by a snap-like sound. As we would soon discover, it was the drive shaft between the transmission and the propeller that broke. The water resistance then pushed the propeller backwards — where it lodged against the rudder. What a way to end an idyllic evening at sea!

We were able to put hose clamps on the shaft to prevent water from coming in. Next we used a small four-part tackle to pull the shaft far enough forward so as not to interfere with the rudder. By this time the wind had died, leaving *Madchen* and us to roll in the swell.

A couple of hours later, 'Bear' Poole KE6PH on the vessel *Oceana* in Marina Mazatlan picked up our call via the Sonrisa Ham radio net. Poole notified marina manager Dick Markie, formerly of Sacramento and Alameda. Markie established VHF radio communication with us and put in motion the wheels necessary to assist us through the tight entrance into the marina.

With the windspeed at zero, however, we weren't going anywhere. So we put the dinghy and outboard over the side, secured the combo to our starboard quarter, and 'powered' our way the remaining 15 miles to the Mazatlan waterfront. By the time we got to the waterfront, the wind had picked up to a comfortable 10 knots from the south, which helped speed us on our approach to the breakwater-lined entrance of Mazatlan Marina.



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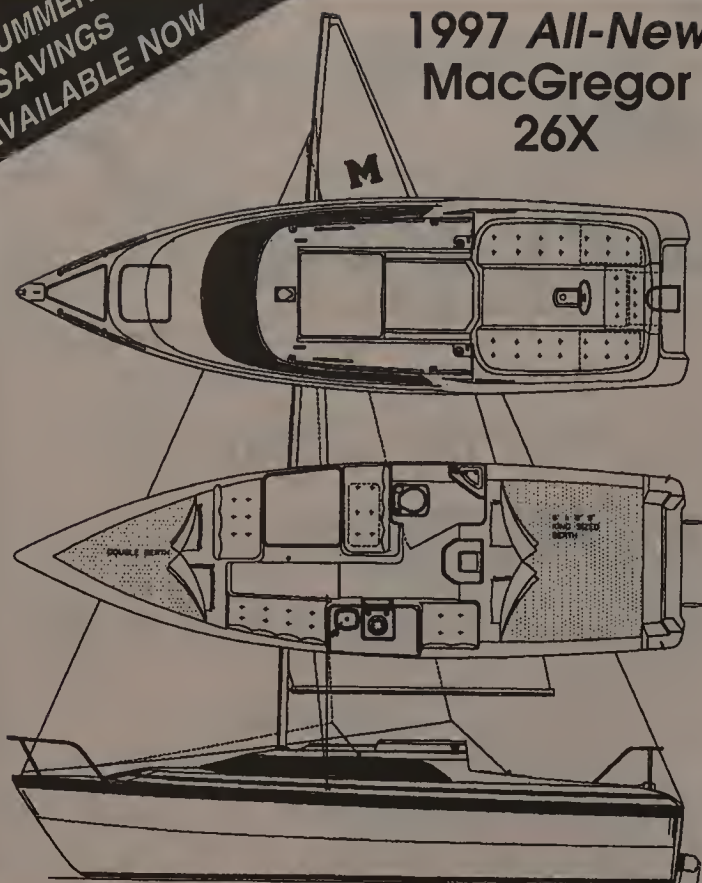
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## LETTERS

When we got to the entrance, we were both surprised and relieved to see that Dick Markie was waiting aboard an outboard-powered panga. Markie secured the panga off our port quarter and proceeded to give us the needed power to enter the channel in a four foot swell against a three-knot ebb. Markie then directed us to an end-tie on one of his new docks, where other marina employees made short work of securing our boat to the berth.

After talking with other cruisers, I learned that we were just another in a list of boats who Markie had helped get into the marina. Ours was a pretty benign situation, but apparently there had been some real hair-raisers, with Markie going out at 0300 in 35 knots of wind blowing to help powerless boats get into the marina.

Markie's professionalism and assistance did not end with *Madchen* being safely tied to the dock. Within 24 hours the broken shaft was removed by repair personnel recommended and coordinated by Markie, and the fabrication order for a new shaft was given to a local maritime machine shop. Within three days the new shaft was installed with everything working perfectly. (It seems as if the old shaft had been welded, with a second keyway seriously weakening that particular point in the shaft.)

Dick Markie's dedication to the cruising community in Mexico and the professionalism exhibited by his staff make Marina Mazatlan the place for cruisers on the mainland of Mexico.

First Mate Barb and I are six months into a planned two-year cruise of Mexico's Pacific Coast from our home port of Port Hadlock, Washington. We're enjoying (almost) every moment. We are continuing our journey north now up to La Paz, and into the Sea of Cortez for Race Week and spring cruising.

Chris and Barb Wenger  
*Madchen*

Port Hadlock, Washington / Mexico

*Chris & Barb — Dick Markie visited our offices a little less than a year ago to tell us he'd been appointed the manager of Marina Mazatlan. The soft-spoken former Alameda liveaboard said he knew the half-completed huge marina was virtually empty, and that in recent years Mazatlan had all but vanished from cruiser's charts. It wasn't the money that attracted him to the job, Markie said, but the challenge of turning the place around.*

*As we're sure you and many others will attest, the owners of Marina Mazatlan owe Markie a huge thanks. According to all the reports we've received, he has not only transformed the situation at Mazatlan Marina — but also the way cruisers view the city itself. Markie's secret for success is an old one: he's actively done all he can to make life as easy and enjoyable for the guests at his marina — and other mariners, too.*

*We're delighted with Markie's success, for it raises the customer service standard of all marina managers. From now on customer service will mean much more than just collecting marina fees.*

### UNIVERSAL ASPECTS OF ALL BOATS

While in the process of a recent guilt-induced spring cleaning frenzy, I began to ponder — pondering always being more fun than actual work — certain aspects of boats and boat life. Having become intimately familiar with living aboard after 12 years, I've come to realize there are certain universal aspects to all boats:

1) *Hair / Fuzz Production* — All boats produce hair. This phenomenon can be observed after a few days of living in any boat. For instance, I've found that I can clean the sole of my Westsail — and yet just 24 hours later will again be able to sweep up an identical glob of hair and fuzz. I have no pets and am not a hirsute individual, but still sweep up enough fur each week to cover a fair sized mammal. If I were more industrious, I could weave rugs of the stuff to be sold as expensive California curios to unsuspecting tourists in Sausalito.

I have searched carefully for the follicles that might be responsible, but have thus far been unable to detect actual growth. If such fuzz



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- July 21-25 (Mon-Fri, 8hrs/day) \$745
- July 25-27 (Fri-Sun liveaboard) ASA Bareboat Charter and Nightsailing on a 40' plus sailboat with 4 women students, \$625
- Both courses \$1295

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All instruction on 28'-32' sailboats with diesel engines and wheel steering. Learn to safely sail and skipper 32' sailboats. Emphasis on sailing as skipper, docking and maneuvering under power, crew overboard recovery and anchoring. Limit of 4 students.

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### ASA Advanced Coastal Cruising

SF to Drakes Bay, the Farallones and Half Moon Bay. This course integrates a wide range of sailing and navigating techniques on a 42' to 45' sailboat in the ocean. Limit of 4 students, \$795

New classes beginning June 12, July 17



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- Pearson 40
- Pearson 36
- Freedom 35
- Benetau 35
- Mason 43
- Beneteau 39
- Catalina 36
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**SAILING & CREW OVERBOARD PRACTICE:** Refine sailing skills - tacking, gybing, and reefing. Practice crew overboard procedures and techniques to return to a crew member in the water. \$55

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### Club Sails

The Bay's most economical way to be introduced to the beauty of the Bay, and the joys of sailing. A great opportunity to visit our fleet, meet our instructors, and feel the sea beneath your feet.

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- Every Wed. in June. 5:30 - 8:30 pm \$30

## Sailing Education

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## LETTERS

production were allowed to go unchecked, eventually I would no longer be able to enter the boat, but be greeted instead by a writhing mass of hair when opening the companionway.

The fuzz production is not limited to my boat, as I know of several other boatowners with similar experiences. One friend — not a particularly fastidious individual — has trained some of the larger accumulated hair balls scattered about his cabin sole to actually growl at strangers. In fact, I don't feel comfortable entering his boat alone unless I'm carrying a large can of Nair.

2) *The Enigma of the Continually Dishevelled / Disorganized Chart Table.* On several occasions I've spent hours pulling all the stuff out of my chart table, throwing most of it away, and neatly arranging the remainder back into the table. A week later I'll open the table . . . to once again find a disorganized mess that has grown to its original mass with the requisite stick-um notes, odd screws/nuts/bolts, mysterious phone numbers, 12-year-old tide tables, used 80 grit sand paper, bottle caps, broken flashlights, unidentified bits of hardware, equipment ads, odd sized bits of line, and a 16-year-old rum-stained chart of Virgin Gorda. And let's not forget hair and fuzz.

A subset of this phenomenon is the prodigious rate of pen/pencil mating. I say mating rather than production, as the growth rate is frequently geometric and thus must constitute some form of reproduction. Whether sexual, asexual, or simply budding off, I cannot say. There is the possibility — as noted in the *Hitchhiker's Guide to the Galaxy* — that a parallel universe exists in which pens are the dominant life form and simply use boat chart tables as a portal for re-entry into our astral plane.

3) *The Apparent Ability of Screwdrivers to Transform from Common to Phillips and Back Again* — as long as it is the inverse of your need at that particular moment. I know this is true as I have purchased several of both types of screwdrivers on many occasions knowing I lacked that particular type. On my next foray into the tool kit for a Phillips, all the screwdrivers would have reverted to Common — or vice-versa if I'd been looking for a Common.

This is an almost unfailing occurrence — although I have made significant inroads into the problem by purchasing one of those clever dual-tipped screwdrivers, which provides you with each of the required types of tips. I've yet to ascertain if this tool will acquire the ability to transform from its wily brethren.

4) *Leaks.* Axiom: All boats leak. It's a matter of degree and location, but all boats will leak. An illustrative example was the new \$300,000 beauty being shown during the local dockside boat show. A spring deluge occurred, and the vaunted 'Belle of the Show' had enough water cascading through the hatches to make her interior questionable as shelter from the storm — but probably excellent for fern and mushroom production.

Occasionally you see the salty skipper bellied up to the bar handing out sage advice while extolling the virtues of his seaworthy craft. If he's honest, he'll admit to leaks. If he denies the leaks, listen no more to his diatribe for he is either a liar, or hasn't been to sea, or aboard during a rainstorm.

Water is truly democratic in that it does not respect the owner's yearly income, the cost of a boat, political or religious affiliation, or quality of dental hygiene. Neither does it care for the laws of physics and hydrodynamics. Water is capricious and often times malicious.

I have spent hours disassembling ports, tearing up deck hardware, replacing gaskets, rebedding screws and bolts, and slathering gobs of silicon and polysulfide caulking on any part larger than a pin head. I have then pointed a high pressure hose at the reassembled/replaced port or hardware with nary a drop finding the interior of the boat. That same port, hatch, or deck hardware will form a small waterfall at the merest hint of a sprinkle. This procedure can be — and has been — repeated many times with the same conclusion each time.

There is a port over my bed which will never leak — unless it's after midnight. A three-inch fire hose will not induce it to leak in the daylight hours, but I've often heard its malevolent chuckle in the wee

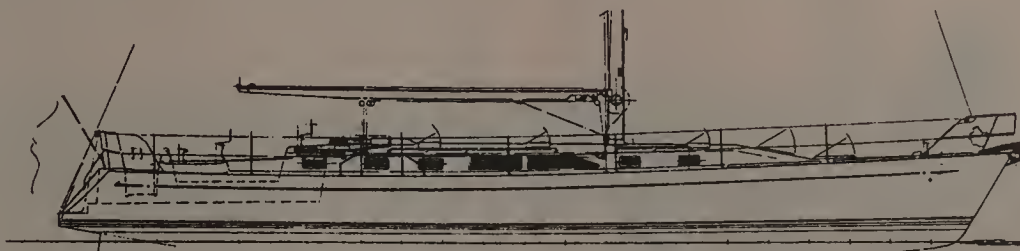


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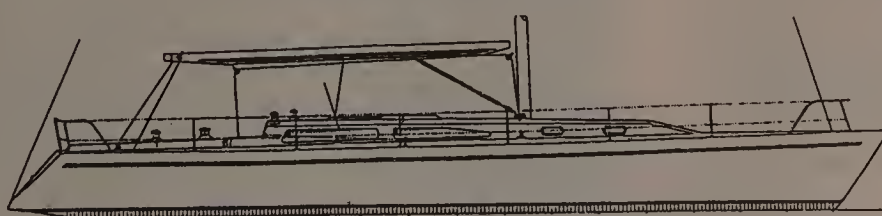
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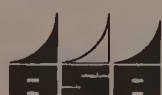


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## LETTERS

hours as a few sprinkles of rain patter on the boat. Soon after, an icy drop splats on my unsuspecting face — causing me to leap up, curse — and usually bash my head into the already heavily dented teak overhead. And again the cycle repeats itself.

5) *Phantom Halyards*. I've often stood outside clad in my skivvies, shivering, head thrown back, mouth agape searching for the halyard which has started its melodic ponging on the mast at 0200. I have every halyard on the boat tied to the lifelines, spread fore and aft so as to resemble the results of a large spider with epilepsy. These lines are then tugged and lashed to the tension of a violin string. Thus set, they will *never* make a sound during the day. But like the ports, you only have to wait for the cover of darkness for them to misbehave.

Wind speed and direction have no bearing whatsoever when a halyard decides to play. It starts as an occasional 'bong', but invariably heats up to that maddening steady thrumming that would have suited a story by Edgar Allen Poe. It's actually quite easy to stop — all you have to do is get up and you'll not hear a sound. I've tried sneaking up to the overhead salon hatch with my flashlight to catch the offending dacron. No dice.

You'll never catch them unless they get into their competitive mode, at which point — defying aerodynamics — the halyards will all be merrily wanging away at the mast regardless of wind direction. I'm not sure if it's herd behavior or a mating ritual, but at this stage you can watch them perform their graceful, undulating arcs in a joyful frenzy resembling a pond full of spring-crazed frogs. I usually choose to not disturb them at this point. Hoping for a small pile of sail ties on deck in the morning, I retire to my warm, gently rocking bed and fix the problem. Ear plugs. Oh, and my Sou'Wester.

Mike Sisson  
Mysticeti, Westsail 32  
Pinole

### ONLY GO BACK TO #8

Congratulations on 20 years of publishing an outstanding sailing magazine! You've served as both a forum and a voice for sailors of all persuasions — be they racers, cruisers, day sailors or whatever — and you've done it well. Speaking for myself and the Yacht Racing Association, what you do is greatly appreciated and thoroughly enjoyed.

Since we're talking 20 years, I went out to the garage and checked my *Latitude* collection. Unfortunately, I can't claim any prize for issue #1 as I only go back to issue #8, but they still take up a lot of space.

At the March, 1996 meeting of the US Sailing Association I pointed with pride to my boat *Cabaret* being on the October, 1995 cover. It was interesting how much admiration this aroused among the group of experienced offshore sailors from all over the country.

Here's to another successful 20 for all of us.

Bill Keith, Chairman  
YRA of San Francisco Bay

### A FAMILY GOES TO SEA

You probably already have these people on your list of circumnavigators, but there's a chance you don't.

While in Eureka, I stopped by a bookstore and picked up a copy of *A Family Goes To Sea* by Charles and Vann Carter of Corona, California. They 'went around' in the '70s, and the book was copyrighted in the '80s.

Kathee  
Capri 14.2, Fruitcake  
Lancaster

Kathee — They weren't on our list, so thank you.

We again want to remind folks who've done a circumnavigation that we're creating a list and would love to hear from you. We need your boat name, boat type, dates you went around, your names, and how to contact you.

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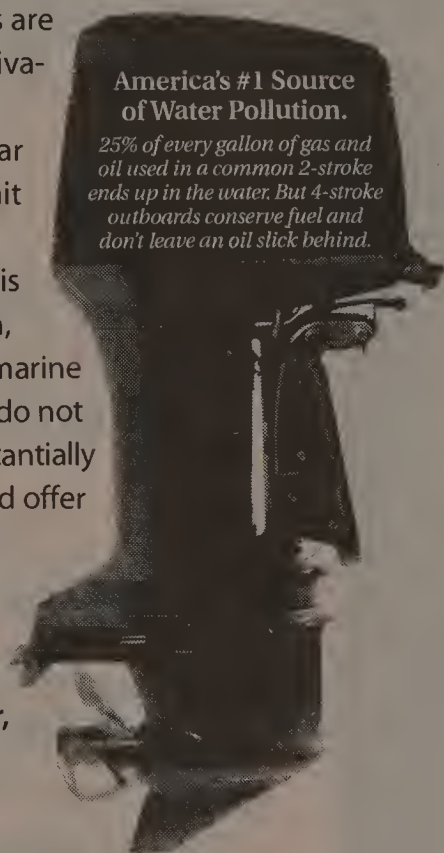
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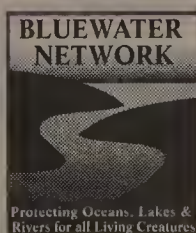
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## LOOSE LIPS

Kermit Parker, 1910-1997

We're saddened to report the passing of Kermit Parker on April 26. While practicing for the Master Mariners Regatta aboard his classic



*Kermit Parker at the helm of 'Numse'.*

sloop *Numse*, Kermit, 86, fell ill. He died later at a hospital of heart failure.

Parker was a truly unique individual in a time when there are a lot of pretenders. Born and raised in Sacramento, when he was 17, Kermit and a buddy bought an old Jenny biplane for \$100 and flew it to aviation school in Galt. Thus started a lifelong career in aviation that saw young Parker go from aircraft mechanic at Pratt and Whitney in Connecticut to flying seaplanes for the Coast Guard. When one plane he was aboard cartwheeled into the Atlantic, Parker won a Congressional Lifesaving Medal for trying to save his Chief Gunner's Mate.

Kermit went on to assist in the design of the wind tunnel at Catholic University in Washington, D.C., and finally, in the late '30s, to teaching in the Aviation Department of Sacramento City College. That lengthy tenure was interrupted only by World War II, when he flew with Consairways ATC (Air Transport Command) in the Pacific.

In 1939, Kermit and Fritz Parker began a marriage that would endure 58 years. But living with a teacher wasn't always easy, recalls Fritz. "When Kermit was teaching at SCC, our two-bedroom house was sometimes wall-to-wall beds for the students he'd bring home. The only place they weren't allowed was in our son's room. I had to draw the line somewhere!" In return for many a meal and much moral support, she was awarded the lifetime 'Mother of Aviation' award.

When Kermit retired in 1971, he finally got the time to pursue his second love, sailing, full time. Over the course of his life, Kermit owned and restored about 10 wooden sailboats. Aboard one of them, a 36-ft Herreschoff *Nereia* ketch named *Patience*, he and Fritz took

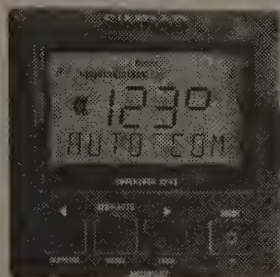


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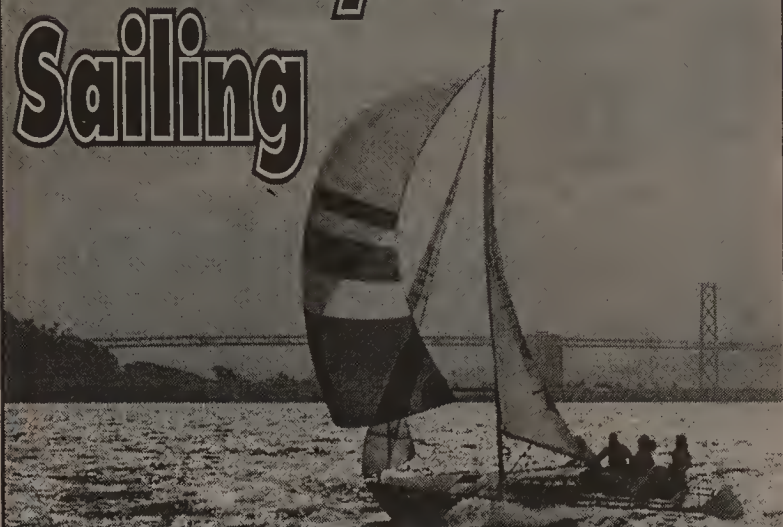
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## LOOSE LIPS

numerous trips to Mexico and, in 1974, an extended cruise to the South Pacific and back. After that, he founded and ran Kermit Parker Yachts, a San Rafael brokerage, for 25 years. Finally, for most of the last 20 years, he's served as local distributor for *Latitude 38*, hand-delivering each month's copies to sailing neighbors all around Tomales Bay and his hometown of Inverness.

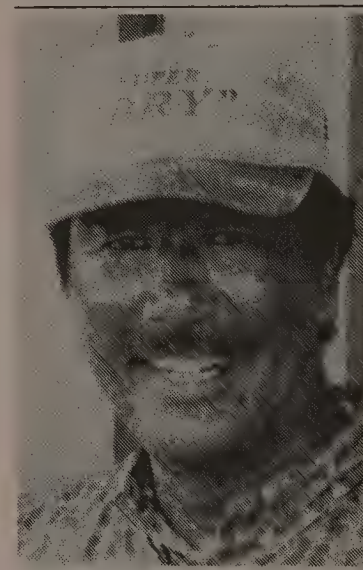
*Numse*, a 28-ft Aageutzon sloop built in 1936, was his last project, and one of his most beautiful boats. After three years of restoration, he finally took her racing in 1995 and again in 1996. In fact, he only missed two or three Master Mariners Regattas since its modern revival in the late '60s. He held the distinction almost every year of being the oldest helmsman on the course. Of course, Kermit would much rather have been known for having sailed a good race, which was also a Parker hallmark.

In the larger sense, Kermit Parker was a man who was known, respected and loved in both the sailing and aviation communities, a truly unique individual who will be sorely missed for a long time to come. Fair winds, old friend.

*Editor's Note: The family is planning a celebration of Kermit Parker's life in the near future. Look for an announcement in an upcoming issue. Anyone wishing to make a donation in Kermit's name may do so c/o West Marin Senior Services, Pt. Reyes, CA and/or MALT (Marin Agricultural Land Trust), Pt. Reyes, CA.*

### More sad news.

Adding fuel to the debate over mandatory lifejacket usage was the untimely death in late April of Japanese rockstar Makato Namba, possibly the most famous racer ever to come out of that country.



**Makato Namba.**

Namba, age 46, was competing aboard the *Corel 45 Escape* in Leg II of the Hong Kong-Osaka Race when he was washed overboard by a 13-ft wave. The incident occurred at 2000 hours during a watch change, with winds in the 30-knot range. Namba wasn't wearing a lifejacket at the time, and a 20-hour search in the nasty conditions yielded no trace of him.

Namba was a popular and well-respected sailor, probably best known as the navigator and skipper of Japan's *Nippon Challenges* for the America's Cup in '92 and '95 (Kiwis Chris Dickson and John Cutler, respectively, were the drivers). Our condolences to his friends and family.

### It's a breeze.

My interest in West Coast yachting centers around a few Seabreeze 35s that may have been sighted here. Only 135 of these old CCA centerboarders were built by the Allied Boat Company of Catskill, New York, between 1963 and 1972. We can currently account for 109 of them and believe that some of the MIA's are on the West Coast.

The owners' association provides a forum for the exchange of solutions to maintenance problems and ideas for upgrades and modifications. We also make copies of the original construction drawings available to owners for the cost of reproduction, and maintain a file of original sales literature, price lists, sources of replacement parts, etc. Our roster is published several times a year. We do not broker the boats, but will add the comment 'for sale by owner' to the listing if so requested.



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## LOOSE LIPS

All of this is available to Seabreeze owners for the return of a completed registration form. We don't have dues as such, although we've recently requested that active and interested owners contribute \$15 a year to help staunch the flow of red ink.

I would be obliged if you would publish some portion of this letter in order to acquaint any Seabreeze owners among your readership with the existence of our organization. I might add that I am also in contact with groups that perform the same function for Allied Luders 33, Seawind and Seawind II yachts. I would be pleased to forward any inquiries concerning these organizations to the appropriate class secretaries, should any of your readers be interested. — E. M. Reardon, *Allied Seabreeze Owners Association, 31 West Lane, Bay Shore, New York 11706*

### Sailing off to other horizons.

After many years in Sausalito, Dennis (Sparky) and Shan of Sparky Marine Electronics have decided to return to their hippy roots in Santa Cruz. Dennis has taken a position with Santa Cruz Yachts and Shan has been around Dennis so long she decided to go, too.

Over in Alameda, Proper-Tighe Marine is ending 50 years of business with a big, month-long Grand Farewell sale starting June 2. It's a great chance to get some real bargains on a large selection of gear and gift items — and to thank Kirby Long for PT's many years of serving East Bay boaters.

The company, started in 1947 by Mr. Proper and Mr. Tighe, was originally a machine shop. With a good part of the business dedicated to wholesale customers in more recent decades, the closing of local military bases and new restrictions on commercial fishermen hit hard.

We wish the owners and employees of both these long-time Latitude advertisers all the best in their future endeavors.

### Something fishy about that halibut. . .

Everyone else was catching halibut, but when an angler on the party boat *C-Gull* reeled in his 50-pounder last month, crewman Jay Yokomizo recognized it as a black sea bass, an endangered species more common off Mexico. After explaining about the endangered species thing, and that such fish could live 500 years, Yokomizo had it released. Jay, if you read this, give us a call. We'd like to send you a T-shirt.

### Seal of approval.

Kayaker Reggie Greywolf of Sebastopol got a lot more than she bargained for on a paddling trip off Bodega Head in late May. When rough water sent her and a kayaking partner heading for shelter, Greywolf ended up stranding on Bird Rock, apparently right in the middle of a big seal colony. The buddy-boater made it back in and called authorities.

A Coast Guard attempt to rescue Greywolf by sea was hindered by the big surf. But when a sheriff's helicopter arrived to perform a 'long-line' rescue, it, too, was foiled — by the seals. In particular, it seems a 1,000-pound male had taken a liking to Greywolf, and wasn't going to let her go without a fight.

He finally thought the better of it as the helo pilot hovered lower, finally scaring the pinnpeds into retreat long enough to pluck Greywolf off the rock. She was treated for hypothermia and released.

### The station bill.

A couple of issues ago, the folks aboard the Offshore 40 *Mary T* — who happened to be sailing the waters off India — wrote to say nice things about a 'station bill' they'd seen posted at the old Minney's Marine Chandlery in Newport Beach. Ernie Minney, who now has his shop located in Costa Mesa, was nice enough to dig it up. It turned out to be the *Shearwater Safety and Emergency Procedures* that he'd drawn up for the time he made a circumnavigation with his schooner.

We'd hope to reprint it, but too much of it is out of date. For example, in the 'abandon ship situation', the battery was to be cut





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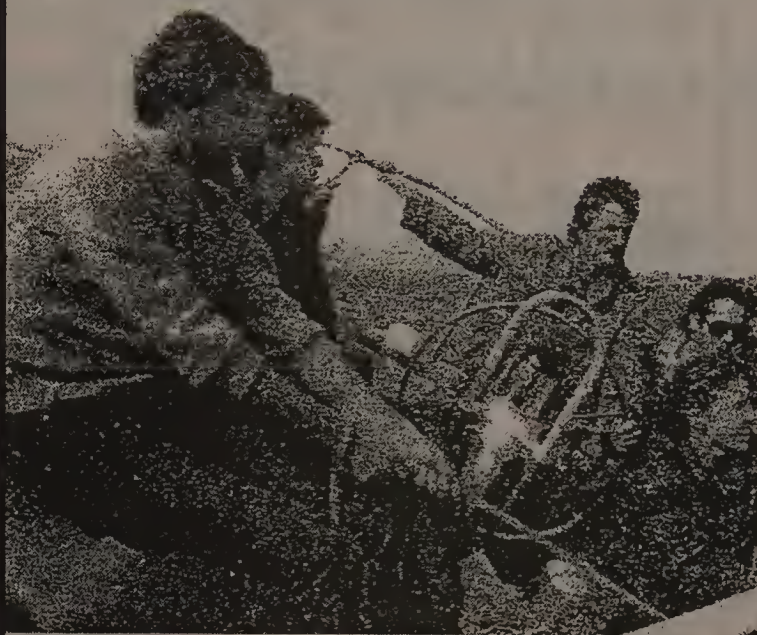
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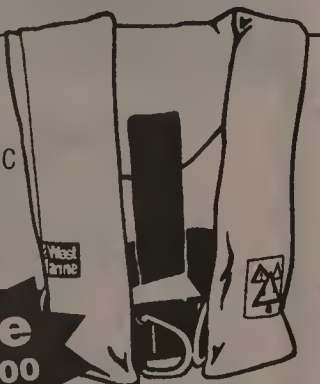
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## LOOSE LIPS

away from the generator and lowered into the liferaft. "No battery, no radio," the station bill said. Today, of course, we have EPIRBs and other safety equipment.

While the specific instructions from *Shearwater's* station bill are no longer applicable, the general concept certainly is. Each vessel should post definite procedures for situations such as Man Overboard, Fire, Abandon Ship, and Heavy Weather, and each crewmember should understand his/her roll. Every boat should have a diagram of all thru-hull fittings for immediate reference.

### More on the big cat.

Two months ago we reported that world class investor Warren Buffet and a fellow with the regal name of King Williams III had gone into partnership on a 85-foot charter catamaran to be based in Santa Barbara. We now know more about the situation.

King Williams III got his name from a great grandfather who founded St. Petersburg, Florida (he's not the kind of jerk his name might suggest). Williams, 50, was a commercial deep sea diver for 25 years until he was injured. For the last 10 years he's made a living as an urchin diver based out of Santa Barbara.

Warren Buffet's primary investment vehicle is Berkshire Hathaway, the chairman of which is Charles T. Munger. One day Munger and Buffet were strolling along the breakwater in Santa Barbara, when Munger, a fan of old stuff, saw Williams' urchin boat. So he and Buffet walked down to chat with Williams. The 73-year-old Munger asked Williams what he would do if he could do anything. "I told him," says Williams, "that I'd buy the biggest catamaran that I could find and sail over the horizon. I told him I'd buy a cat because they have more room, are more stable, are faster, and have less draft." Williams, by the way, has sailing experience from all over the world.

Munger told Williams that it was the craziest thing he ever heard of. Williams hasn't seen Buffet since, but Munger obviously had a change of mind about Williams' catamaran idea. About six months after the first meeting, Munger called Williams out of the blue, and the two have since become partners in an 83 by 41-foot cat designed by Kurt Hughes of Seattle. Munger has been anything but a silent partner. In addition to putting up the several million for the boat, Williams says Munger has done much of the design and layout work himself. "He's really into it."

Although just a daysailer, the cat Munger came up with has so many electronics "that it looks like the bridge of the starship *Enterprise*." In addition to being certified by the Coast Guard to carry 149 passengers, it will have a full-service restaurant, \$35,000 in etched glass, a \$52,000 audio-visual system, two 55 kw gensets, two 350-hp Cummins diesels, and a fuel capacity of over 2,000 gallons. Despite all these weighty amenities, the big cat is still projected to sail at 18 knots in a stiff breeze. The loads will be tremendous, so all her sail controls will be automated.

The boat — the salon ceilings of which Munger insisted be at least 10 feet tall — is not exactly Williams' dream design, but he says it's been an interesting project. Not one without headaches, though. Williams became so dissatisfied with Mega Cat, the Florida builder, that he and Munger started their own boatbuilding company to complete their boat. Doing so involved having house-movers take what had already been completed and transporting it to a new site in Florida. This involved temporarily closing a four lane highway and having the local power company taking down powerlines as they went. The cost of the move? "A lot!" admits Williams.

Williams, who is also a surfer, is dying to get the boat completed. For one thing, while Santa Barbara may have awful surf during the summer, it's really, really bad on the west coast of Florida, which is where he's been stuck for months now overseeing construction. So at last word, Williams had 35 guys working on the cat each day, with hopes of launching her in June or July. With any luck, the boat may be in Santa Barbara by fall.



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## the rebirth of zaca — la dolce vita

In 1974, Italian sailor, businessman and art patron Roberto Memmo found shelter from a sudden storm in a secluded harbor on the west side of Monaco. The next morning, when the storm abated, Memmo looked at the beautiful sheltered natural setting around him. Thinking that Providence had perhaps brought him there, he decided to build a home on the shore. Several years later, realizing the location's potential, he began developing the surrounding harbor with restaurants, apartments, offices and plazas. Today, the Port of Fonteville is one of the most prestigious addresses on the Cote D'Azur, home to such celebrity as Prince Albert of Monaco's private yacht, the Bugatti Motors Dealership for Montecarlo, and Memmo's new yacht, one of the most notorious vessels ever built — the schooner *Zaca*.

Various tales about Errol Flynn's *Zaca*, a 118-ft schooner built for Templeton Crocker by the Nunes Brother Boatyard in Sausalito, have appeared over the years in *Latitude 38*, including an effort by this author in the mid '80s to bring the hull back to Sausalito for restoration. At that time, she was a rotting hulk in the harbor at Villefranche, on the southeast coast of France. Without spars, her interior gutted and garbage piled on her decks, she was not a pretty sight. Pumps kept her from sinking. Still, there was only one *Zaca*, and I tried to secure the dilapidated hull from the shipyard. Unable to raise enough interest within Sausalito historical circles to support the plan, however, I was forced to remain on the sidelines, while many other dreamers (and schemers) sought to acquire the legendary schooner.

A series of misfortunes had landed her there. Upon Flynn's sudden death in Vancouver in 1959 (in the midst of an attempted sale), *Zaca* languished at a mooring in Majorca, where he had last berthed her. After that, the famous schooner that had entertained kings, princes and other celebrities all around the Mediterranean became an orphan. Flynn's widow and son attempted to sell the boat, but she was eventually abandoned in the tiny port of Villefranche-Sur-Mer. For the next 20 years, *Zaca* suffered fire, vandals, squatters and even an exorcism to 'drive out' Errol Flynn's ghost. To locals, she became known as the phantom.

In the late '80s, the boat became embroiled in a bitter court battle between the Voisin Shipyard and another potential buyer, British businessman Phillipe Coussens. When the dust finally settled, Coussens wound up owning a controlling share of the boatyard and with it, what was left of *Zaca*. Now operating under the name of Riviera Yacht Services, he attempted to sell the boat as a restoration project for his new yard. The schooner was offered on a conditional basis: the buyer gets the boat, the yard gets the complete restoration. At \$6 million (U.S.), there weren't any takers. It wasn't long before *Zaca*, already a derelict, began to deteriorate even more.

After several sinkings at her mooring, and no potential buyers on the horizon, the yard was apparently ready to deal. Enter Roberto Memmo, then a robust 71. In 1991, a year after handing over the reins of his business interests to his offspring, Memmo was looking for a retirement project. He found one in *Zaca*. For an undisclosed sum, Memmo bought one of the most infamous yachts ever built, and a legend in its own time along the Riviera.

*Zaca* fans 'back home' were among the last to know of the deal. For years, we'd had to settle for little more than rumors. The famous yacht was seen here, then there. It seemed to have more incarnations than Elvis. Then in 1996, renewed local interest in *Zaca* opened new doors which eventually led to Roberto Memmo. After making cordial contact with him, I received an invitation from Memmo to come to Monaco to see the boat. From *Zaca* articles Memmo had on hand, I later learned that he probably knew more about me

continued outside column of next sightings page

## coast guard

We want to thank everyone who stopped by the *Latitude 38* booth at the extremely successful Sail Expo show at the end of April — especially those who helped contribute to the MLB 44363 Survivorship Fund. You'll recall this fund was established after three Coast Guardsmen lost their lives when their



'Zaca' lives! Spread, owner Roberto Memmo. Below, the restored boat in her place of honor. Above, polishing the brass. Right, much attention has been paid to little details.





## survivorship fund

44-ft motor lifeboat was rolled three times by big surf at the mouth of the Quillayute River off La Push, Washington. At the time of the March accident, they were part of a search and rescue team going to the aid of two sailors in trouble.

continued middle of next sightings page

## zaca — cont'd

than I did about him. But at the time I was apprehensive — too many leads had turned into disappointments over the years. Nonetheless, with simply a faxed invitation in my hand, I went to meet him and see Zaca for myself in early April, 1997.

I found that Roberto Memmo was no stranger to boats or

continued outside column



ALL PHOTOS JOHN SKORIAK





*It's no trick — the photography, that is. This is a real humpback caught at the apex of breaching in a Baja anchorage that the photographer prefers remain anonymous. (Note boats anchored in the background.) The real trick here is figuring out how in the world these big guys can get 30-odd tons this high out of the water.*



**zaca — cont'd**

large-scale projects. As an active yachtsman, he knew *Zaca* needed a tremendous amount of work. Having restored the Palazzo Ruspoli in Rome, a building dating from the Renaissance era, he also understood the commitment necessary, both financial and otherwise. Finally, unlike so many others who had seen *Zaca* rotting away at her moorings over the years, Memmo was in a position to act.

He had the hulk towed to the IMS yard at Toulon, the largest yard along France's southeast coast. He brought in a crew of Italians, and hired traditional shipwrights and craftsmen from Brest, France — 50 workers in all — then rented two entire hotels to house them. The project took 1½ years, 200 tons of Alaskan Cedar, miles of caulking, truckloads of teak, rolls of canvas and sailcloth and tons of bronze. In an area used to large scale boat restorations, even the local businesses were nearly inundated by the scope of the work. A perfect teak deck was laid, the twin Caterpillar diesels rebuilt, sails made. Nearly 80% of the hull was replaced, and the original spars were repaired.

To refit the gutted interior, Memmo hired three architects. Working with some original plans, as well as his own ideas, he restored the yacht to reflect Flynn's era. He used a great deal of wood recycled from antique and classic ships, with modern conveniences added where applicable. With an original Picasso hanging over the fireplace, the yacht became a restoration worthy of an article in *Architectural Digest*.

*Zaca* is now a showpiece moored in a picturebook harbor. Although he has art exhibitions displayed all over the world (including one touring currently in the U.S.), Memmo spends as much time as possible aboard his yacht, which is kept in Bristol condition by a full-time crew of four. Even the waters in which she sits are special. According to Memmo, the harbor is cleansed by a sophisticated system of piping and drains that 'naturally' filters the water every hour — and supplies cooling for waterfront buildings!

Future plans for *Zaca* include a possible future visit to the Bay Area and *Zaca*'s former haunts off the West Coast. But with the original spars and much original equipment intact, captain Daniele Tavella points out that the yacht is currently outfitted for coastal passages only. If Memmo and his crew find enough interest in the Bay Area, they may consider other options, including shipping her here (at no small expense) on a yacht transport ship.

In the meantime, Memmo plans the usual Med summer cruises, entertaining family and friends aboard the boat much as Flynn did four decades ago. For both Memmo and *Zaca*, it is *La Dolce Vita*.

— john skoriak

Those interested in keeping up on *Zaca* may contact the author at 30 Liberty Ship Way, Sausalito, CA, 94965, or fax (415) 332-7670. The original article on the boat appeared in our August, 1989, issue.

**the corinthian women**

Women don't process information like men. Yeah, we know that's hardly earthshattering news to either gender, but it seems to get lost in the shuffle when it comes to sailing. Many men are able to learn our sport despite being yelled at, pissed off and bleeding a lot.

That doesn't work for women. Women want to know why, not what. They want understanding before solutions. They like to figure things out before risking stubbed toes or mashed fingers. And they want the time to make such decisions. As men blunder forward to get the job done, blood spattering everywhere, women in sailing have too often assumed the passive role of observer.

"I've had women who have cruised with their husbands to the South Seas and back who think they know nothing about sailing," says Kay Rudiger, chairwoman of The Corinthian Womens' On-the-Water program at Corinthian YC. In fact, says Rudiger, she felt exactly the same way after accompanying her mate through 10 years and tens of thousands of miles on their own South Seas cruise, as well as many Mexico and Hawaii trips.

Upon her return to the Bay in the late '80s, Kay determined to learn the ropes herself. Stumbling along at first, she soon realized that by teaching

continued outside column of next sightings page



# SIGHTINGS

## corinthian women — cont'd

others what she *did* know, she taught herself. The avocation of 'opening doors' to sailing for other women turned into a passion, and with the help of mentors like Trish Birdsell of Herizen Sailing for Women in Vancouver, Kay built a solid foundation, and a growing reputation, as a sailing teacher.

She came to the CYC program in 1993 as an instructor, shepherding a handful of women through both spring weekends of the program (the first weekend is 'basic sailing', followed two weeks later with the more advanced course). In 1995, she assumed the helm of The Corinthian Women program. And the word's gotten out. The first year, there were 14 students in the beginning weekend and 10 in the advanced. The next, 25 beginners and 18 advanced. And last May, 46 women signed up for the first weekend; 37 attended the second. After the course, participants are steered toward other venues to continue their self-education, such as crew lists and spots on Friday

continued outside column of next sightings page

## coast guard

To 'prime the pump', *Latitude* offered to match the first \$100 contributed each day of the show. On Thursday, Richard Princeau of Santa Clara donated \$100 for us to match. In addition to smaller donations that day's total was \$388. On Friday, Simon and Lori Elphick of Half Moon Bay put up \$100, with others donating \$40. With *Latitude's* matching \$100, it came to \$240.

On Saturday, Jill McGill and Richard Kerbavaz put up the \$100 to be matched. With other donations and our \$100, that days total came to \$331.25 (25 cents? Who did that?). On Sunday, John and Patti White





## — cont'd

of Los Altos, and Enviro Tech International of Alameda, each put up \$100. Others pitched in with \$13, which with *Latitude's* \$100 brought the total to \$313. Monday was an understandably slow day at the show, but James Silver of San Ramon ponied up \$100 for *Latitude* to match. With other contributions it came to a grand total of \$220.

So for the five days of the show, a total of \$1,492.25 was raised and sent to the Survivorship Fund (which doles proceeds out to help the families of the three men). That the total wasn't greater is mostly *Latitude's* fault,

continued middle of next sightings page



## corinthian women — cont'd

night races.

"Our course doesn't only teach sailing," she says. "It teaches women that they can sail. We show them that it's okay to make mistakes. One of my favorite things is to have someone take their hand off the tiller, let the boat do what it's going to — and realize that nobody's going to die. Also, it's okay to be afraid. But fear is easier to overcome if you divide it up into little bite-size chunks — such as fear of heeling over — and eliminate them one at a time."

She tells the story about one woman so terrified of falling overboard that she wedged herself into a corner of the cockpit, too frightened to even take part in sailing the boat. As the group approached the harbor at day's end, however, she felt good enough to stand up on deck, holding onto a shroud. "Then, as we sailed past the breakwater, a big gust hit the boat and, boom, over she went," says Rudiger. The woman swam to the nearest pier where Kay was relieved to hear her laugh echoing heartily through the docks — the spell had been broken.

The proper type of communication is an essential part of the program. Yelling, for example, is a no-no.

"I think what struck me most about the weekend was that everyone was talking to me rather than *at* me," said Katie, another woman who sails with her husband but feels she's less knowledgeable than she should be. "There's a big difference between the two."

Another key to teaching women is comparing sailing to something with which they're familiar. Rudiger likens learning the parts of a boat to learning the various articles in a kitchen. If you can cook in one kitchen (sail one type of boat), you can cook in any kitchen (sail any type of boat).

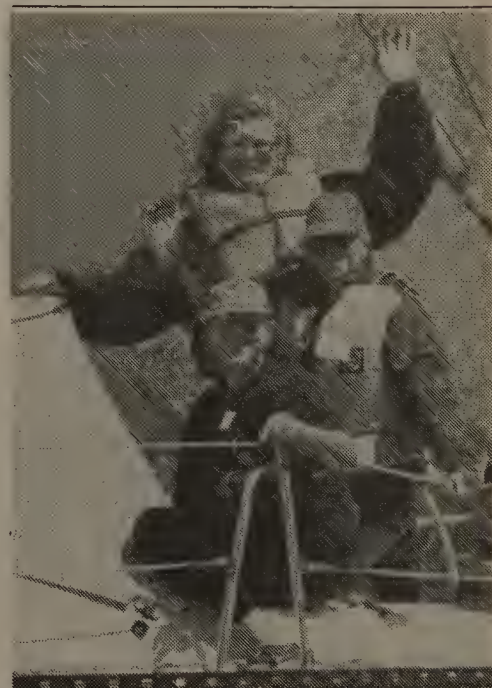
Instruction starts in the classroom but moves quickly out onto the main Bay. Boats, donated by club members, have included a Cal 20, Knarr, Catalina 27, Islander 36, Express 27 and two Express 37s. The owners who come along are pressed into service as instructors — even if they're men.

"Most other yacht club programs I know of don't allow men to teach," notes Rudiger. "I've found that men are wonderful instructors if they remain patient and calm." (And if they're not in a personal relationship with the student — the 11th Commandment is "Thou cannot teach thy spouse to sail.") Of course, prominent women in the sailing community also form an integral part of the program, with talks by Sally Richards, Jocelyn Nash and Pat Zajac among the highlights of the advanced course.

Of course, all work and no play makes Jane (and well as Jack) a dull person. So humor is important, too. The 'final exam', for example, is an event somewhat controversially dubbed *The Ovaries of Steel Regatta*.

In attending the graduation of the Basic Sailing Course, it was difficult for this reporter (Katie's hubby) to figure out who got more out of the weekend, the students or the teachers. The rewards were abundantly evident in both camps — lots of smiles, lots of laughter, a few tears.

And not a drop of blood anywhere.



Above, Kay Rudiger (top). Left, *The Corinthian Women*.

## karen thorndike winters over

Spring in the air above the equator means autumn below. And that means solo sailor Karen Thorndike is going to be enjoying Argentine hospitality for a few months before continuing her attempt to become the first American woman to circumnavigate the world alone.

continued outside column of next sightings page



# SIGHTINGS

## thorndike — cont'd

Thorndike, 54, left Seattle in the summer of 1995. Her boat is a well-outfitted 1985 Rival 36 named *Amelia* — for a pioneering woman of another age, Amelia Earhart. Completed legs of the trip have taken her from San Diego to Hawaii, Hawaii to Tahiti, Tahiti to the Falklands (via Cape Horn), and the Falklands to Mar del Plata, Argentina, where she's now settling in to wait out the southern winter. Behind her, nearly 11,000 miles of her planned 30,000-mile roundabout.

Thorndike's voyage has not been without its problems. *Amelia* was struck by lightning off Central America a few months into the trip, necessitating a return to San Diego for several months of repairs. Storms have taken their toll on the little craft and its intrepid skipper. But the most serious incident occurred a few days after she left Port Stanley in the Falkland Islands in late January.

continued outside column of next sightings page

## coast guard

as there were usually so many people around our booth that the contribution box was often obscured. If you'd still like to contribute to this very worthy cause, please

## sail

Thinking back on Sail Expo reminds us of the universal surfer admonition, "You should've been here *yesterday!*"

If you were, you know what we mean. If you weren't, you lose out for a whole year. Sail Expo, held in late April at Oakland's Jack London Square, was by all standards





## — cont'd

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## expo

the best west coast sailboat-only show we've ever been to. And we weren't the only ones who thought so.

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## thorndike — cont'd

Like many of the 1,800 residents of the small town, she had picked up a flu bug that was going around. Although she felt fine on the day of her departure, January 29, a few days later she was battling full-on symptoms and 50-knot winds. On February 2, she radioed John Oman (Thorndike's shoreside project coordinator and president of the Web site following her adventure) in Seattle: "John, I need help. Medical help. . .," she said, simultaneously setting off an emergency beacon.

Through the combined efforts of several agencies, Karen was rescued by the Royal Navy Frigate *HMS Norfolk* 13 hours later. She was taken back to Port Stanley where doctors determined the physical distress she'd felt was due to a combination of flu virus, dehydration and exhaustion — not, as she'd feared, a heart attack. Four volunteers from the ship sailed *Amelia* back to Port Stanley.

Karen, fully recuperated, departed Port Stanley a second time on April 23, making Mar del Plata (250 miles south of Buenos Aires) on May 5.

Sometime around November, when the weather window opens widest, Karen and *Amelia* will set out for Perth, Australia, 7,700 miles east via the Cape of Good Hope. After rounding New Zealand, and stopping in Tahiti and Hawaii, she expects to cross her outbound track sometime around July of next year.

Only six other women have successfully circumnavigated the world alone; most recently England's Samantha Brewster who completed her nonstop voyage last July. The closest any American woman has come was the 1985-87 circumnavigation of young Tania Aebi, which was disallowed as a solo record because she brought her fiancé along on one short leg.

For the latest information on Thorndike's adventure (as well as more details about the legs she's completed so far), check out the GOALS website at <http://www.goals.com>.



Karen Thorndyke.

## transpac update

With entries now officially closed for the 39th TransPacific Yacht Race, the final tally stands at 41 boats — three more than in 1995. It's a long way from the 80-boat fleet in 1979, but a decent turnout for offshore races these days. And the quality of the fleet, particularly at the top end, is undeniable.

Participants will be divided into four groups starting over 10 days as follows: **June 28** — seven boats in the new Cruising class; **July 2** — smaller monohulls, including six California 50s, a MacGregor 65, and a Moore 24; **July 5** — the main show: nine TransPac maxis, eight ULDB 70s; and **July 7** — four multihulls.

With even moderate winds, both *Merlin's* 20-year-old monohull record (8 days, 11 hours) and *Lakota's* 1995 multihull record (6 days, 16 hours) should be annihilated. Among the favorites for the former are the squeaky new R/P maxi *Zephyrus IV* (purpose-built for the TransPac), a trio of Andrews Turbo 70s (*Victoria*, *Cheval*, and the new *Magnitude*), and the SC 70+ *Pyewacket*. The latter boat will be sailing without owner Roy Disney, whose right leg was recently shattered in a car accident in Ireland.

Raising the ante in the 'funny boat' class is Bruno Peyron's 86-foot catamaran *Explorer*, best known for being the first boat to win the Trophée

continued outside column of next sightings page



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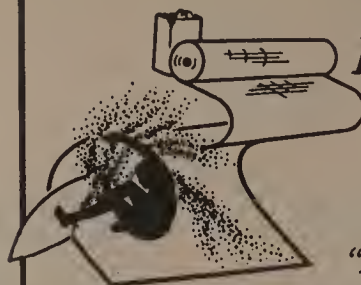


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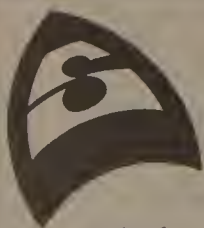
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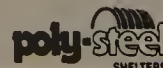
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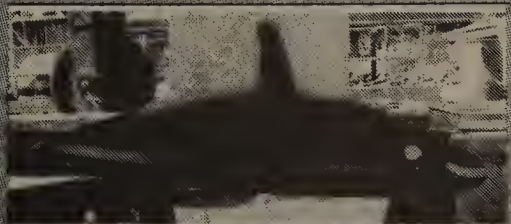


## transpac — cont'd

Jules Verne by sailing around the world nonstop in under 80 days. Peyron apparently is on a mission to drum up interest in The Race, the no-holds-barred around-the-world race that he has organized for December, 2000.

### yes, we cant

If there were a category for it anywhere, *Merlin* would be a shoe-in for 'best named boat of all time.' Since her launch in 1977,



*'Merlin's new geek.*

barely a year has gone by when the 68½-ft granddaddy to the Santa Cruz ultralight movement hasn't magically pulled some race out of the hat, set a new record or permanently altered the perception of sailing of another unsuspecting bystander.

Accordingly, *Merlin* returns to this year's TransPac with something of a 'leg up' on the competition: the race's first canting keel. Work to install and optimize the 10-foot-deep strut and 6,500-pound bulb at Harbor Marine in Santa Cruz progressed at a feverish pace through most of April and early May. Run by hydraulics from the cockpit, the keel in full 'cant' "is comparable to having an extra 7,000 pounds on the rail," said Homer Lighthall, renowned Santa Cruz glassmaster and boatbuilder (and alumnus of the crew that built the boat in 1976).

The jury is still out on how the new appendage will affect *Merlin's* rating, but that misses the point. The New York YC syndicate chartering her is going for first to finish and the boat's own near-mythical 1977 record. Anything else is just gravy.

Can old magicians pull off such new tricks? Logic would dictate no. The numbers say the competition, *Merlin's* progeny, are too new, too light, too powerful.

But as George Foreman taught us in 1994, and *Merlin* affirmed by winning the TransPac overall on corrected time in 1995, legends rarely behave logically.

— virginia lee and latitude 38

TransPac preview, complete with our by-now traditional 100% fool-proof *Latitude 38* quick picks, in the next issue.

Other interesting boats to watch will be two all-women efforts (Linda Elias and Betty Sherman on the SC 50 *Bay Wolf*, and Linda Newland on *Pegasus XIV*), the two doublehanders (Lester Robertson's tiny *Moore 24 Legs* and Dan Doyle's *Sonoma 30 Two Guys on the Edge*), a trio of TransPac legends (*Merlin*, *Ragtime* and *Chutzpah*) and, of course, our seven Northern California teams (*Mirage*, *Merlin*, *Legs*, *Pegasus XIV*, Richard Leute's *J/44 Acey Deucy*, and a pair of cruisers, Ed Soelkner's *Hylas 47 Seaz the Moment* and George Killam's *Morgan 383 Kaula Lani*).

But, in our estimation, the most remarkable team will be a Southern California team called 'Get Challenged' aboard the chartered N/M 56 *Survivor* (aka *Lear Jet*). This is a group of HIV+ sailors dedicated to inspiring others and enlightening public attitudes about AIDS. To raise funds for the voyage, their boat will be turned into the equivalent of a nautical AIDS quilt — for \$100 donations, names of AIDS victims will be painted on the hull. Claimed Rob Hudson, who founded 'Get Challenged' last November, "Many people have died before us from this relentless disease. We're the next line of defense, and sailing to Hawaii is our way of showing the world that we're in the race. This is the race of my life. I'm gonna make it to the finish line."

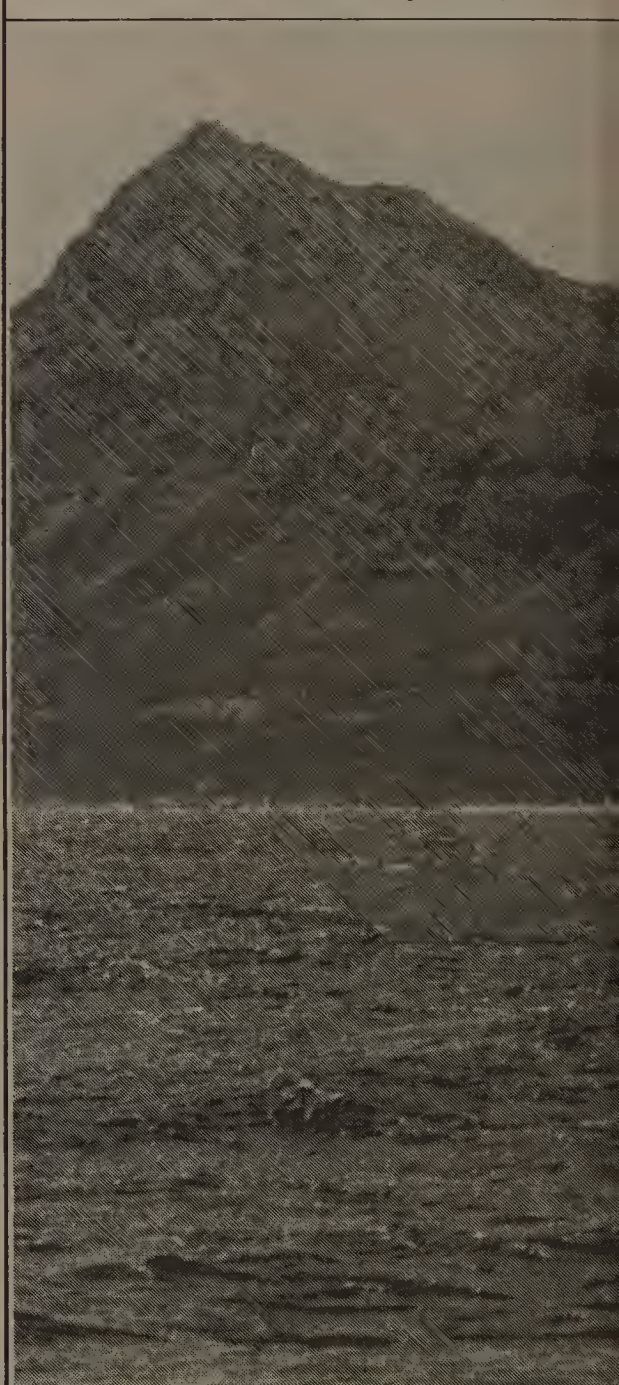
Even in a smallish year, this great race generates enough human interest stories to fill a book — and the race hasn't even started yet! Look for a full-length

## carefree cruisers may

Last October, a bloated body with a bullet hole in its chest washed up on the Island of Bequia. It turned out to be a well-respected water taxi driver whose last known clients, a wealthy American couple cruising the islands on their yacht, were accused of the crime and thrown in jail.

The couple pointed the finger at a recently fired deckhand, who countered with accusations of a romance between the victim and the accused wife. The couple then alleged that the victim was a drug dealer, but background checks revealed that they were the ones with suspicious ties to drug dealers elsewhere.

Their attorney tried to secure his clients' freedom by reporting a police extortion attempt. It didn't work. Now, after months of confinement on a diet of only bread, rice



## baja ha-ha IV

"We've received over 100 requests for Baja Ha-Ha entry forms in just 23 days, and 24 of them included checks for \$129," reports the Grand Poobah of Baja Ha-Ha, Inc. "Based on that response, we expect to have a pretty healthy Ha-Ha fleet departing San Diego for Cabo on October 28." As most

continued outside column of next sightings page



## face grenadine gallows

and water, the couple's health has begun to deteriorate. Recently, friends and family of the accused conducted a media blitz that resulted in several national newscasts on the case. They even put pressure on the White House to intervene on behalf of the couple.

A prime-time miniseries? The jacket blurb for the latest John Grisham thriller? Too sensational to believe, you say? Unfortunately, the case against cruisers Jim Fletcher, 49, and Penny Fletcher, 35, is all too real — and with every passing week it seems to get even more sensational. Although they claim to be innocent of any wrongdoing in the death of Jerome "Jolly" Joseph, a recent preliminary inquiry into the murder ruled that there is ample evidence — albeit entirely circumstantial — to proceed with a trial. First degree

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## ha-ha IV — cont'd

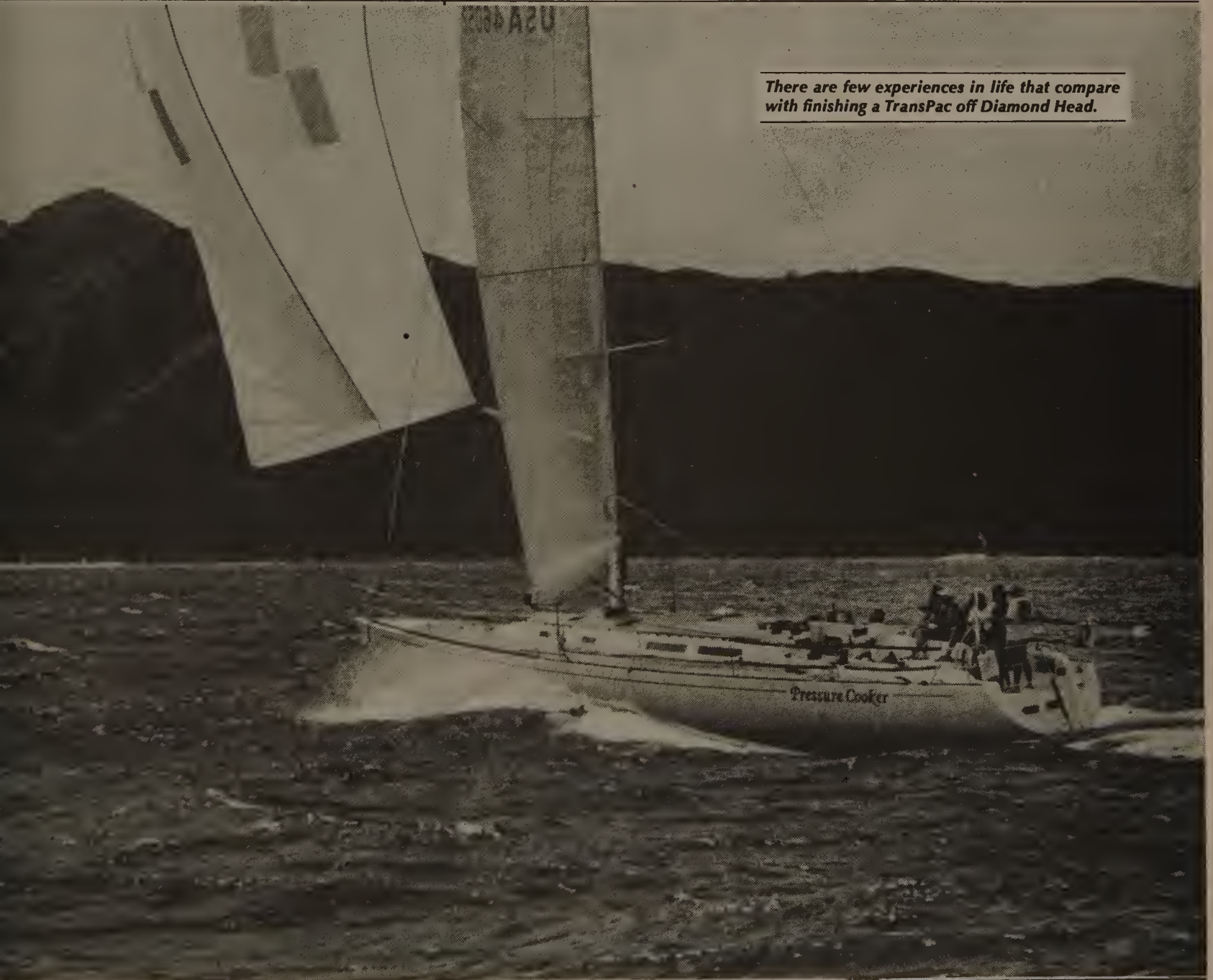
readers may recall, *Latitude 38* has turned the event over to Baja Ha-Ha, Inc. because of liability concerns. Everything else will remain the same, however, with the Wanderer serving as Grand Poobah for the third time.

The Baja Ha-Ha is an extremely low-key cruisers rally/race to Cabo that includes a 360-mile leg to Turtle Bay, a 240-mile leg to Bahia Santa Maria, and a 160-mile leg to Cabo San Lucas. There'll also be parties at San Diego, on the beach at Turtle Bay, and two in Cabo San Lucas. All the parties will be suitable for families with children. (Those needing to get real wild and crazy need to wait until Cabo, where Squid Roe not only tolerates such behavior, but enthusiastically encourages it.)

The Ha-Ha is open to boats over 27 feet that have been designed, outfitted, and maintained for offshore sailing, and which can maintain a 4.5 knot average. Each boat must be crewed by two or more people, one of whom has overnight experience. While passages to Cabo are usually benign, all skippers, crews and boats must be prepared to face all the hazards inherent in open ocean sailing — which include injury and death. The Ha-Ha is absolutely not a babysitting service for novice sailors wanting to have their hands held on the way to Mexico. If you're not ready to sail to Cabo on your own, you're not

continued outside column of next sightings page

*There are few experiences in life that compare with finishing a TransPac off Diamond Head.*





# SIGHTINGS

## ha-ha IV — cont'd

ready to be part of the Ha-Ha.

To call the Ha-Ha a 'race' is to use that term very loosely. There will be a starting line, but if the past is any indication, only about 20% of the fleet cross the line within the first five minutes. The finish lines will be between GPS coordinates, and each boat will take its own time. The use of engines will be allowed, although there will be penalty. The Grand Poobah will assign each boat a handicap, but reserves the right to change handicaps at any time. Owners may appeal their boat's handicap, but should understand that the Poobah frowns on anyone letting their competitive nature get carried away. Oh year, the appeal fee is a case of beer to be shared by the fleet.

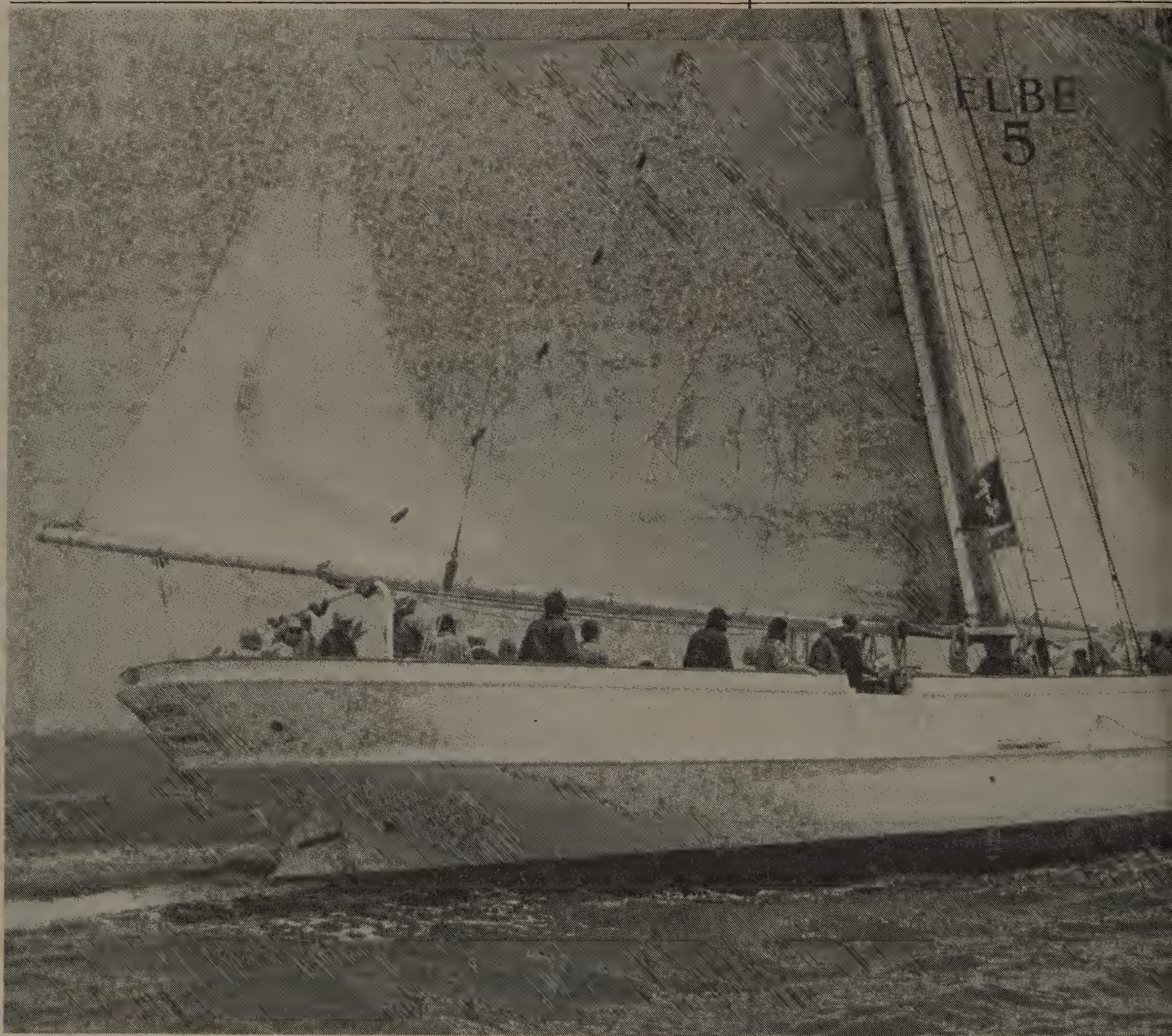
In truth, the Ha-Ha is 10 times more about making new friends and having mellow fun than it is about competition. Everybody who finishes safely is a winner in the Grand Poobah's mind, and the trophies — such as they are — for last place will be as good as for first place.

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## carefree

murder convictions in the Grenadines carry a *mandatory* sentence of death by hanging.

Jolly Joseph's autopsy showed he was shot through the chest with a .22 caliber round. Although no murder weapon was found, one key argument of the prosecution hinges on the fact that the Fletchers declared a .22 caliber handgun and 200 rounds of ammunition upon clearing into the Grenadines last August aboard their Wellington 47 *Carefree*. They claim, however, that the gun was stolen — probably by a disgruntled former deckhand (who has now reportedly fled the Grenadines). Investigators did find 120 rounds of .22 ammo aboard *Carefree*,





## — cont'd

but, as defense lawyers point out, this ammo does not match either the slug that killed Joseph or those dug out of the hull of his boat.

Other key pieces of circumstantial evidence against the Fletchers include testimony that the last time anyone saw Joseph alive, he was shuttling the Fletchers out to their boat on the night of October 6, 1996. Also, the area where *Carefree* was moored that night was directly up-current from the beach where the body was found.

At this writing, the Fletchers have been in prison for six months and, as mentioned, are

continued middle of next sightings page



## ha-ha IV — cont'd

The Ha-Ha is also about we cruisers sharing just a tiny bit of our good fortune with our good neighbors to the south. The Grand Poobah assumes that each entry will make an effort to bring some combination of medical supplies, childrens' clothes, school supplies and/or sports equipment for distribution to less fortunate Mexicans.

If you seriously intend to enter your boat in the Ha-Ha this year, the Grand Poobah recommends that you include a non-refundable \$129 entry fee with your request for an entry packet.

This will insure you a slot in the event. Incidentally, included in the \$129 fee is about \$75 in free stuff for the skipper and first mate, and the boat becomes eligible for great berth discounts in California and down at the Cape. If you want an entry pack, write Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920.

The Poobah is happy to announce that all of last year's dozen or so sponsors are onboard again, as well as several new ones. If you have a marine business and want to help support the Ha-Ha, contact John Arndt or Mitch Perkins at (415) 383-8200. But do it quickly. Ha-Ha IV entry packs will be mailed out on June 15, and a list of sponsor will be included in each entry pack.

*wander bird changes hands*

A decade ago, buddies James Flurry of Seattle and David Cook of Colorado were feeding on each other's dreams over dinner in Tiburon. Cook's fantasy was to be sailing around the world as the millennium turned. The fantasy was contagious: "I know just the boat!" Flurry exclaimed, and he took Cook to Sausalito to see *Wander Bird*.

This Spring, after lots of scrimping and selling things dear to them, the two finally took possession of the famous German schooner.

Built in 1883 for North Sea pilot service at the mouth of the Elbe River when Kaiser Wilhelm was running things, the 85-ft engine-less schooner was later converted to a yacht and sailed around Cape Horn the 'wrong way' in the 1930s. Still later, she became home to the Kingston Trio in Sausalito, then left to rot and later, in the '70s, restored to a fine shine by legendary craftsman Harold Sommer and his friends.

Her newest owners aim to take her to sea again.

"When *Wander Bird* came on the market soon after our dinner in Tiburon," Flurry said, "the asking price was \$1.2 million. We just had to dream on." That was in the late '80s when investors were nuts, spending outrageous sums for fine yachts and old Ferraris. A few years later sanity returned. "I was on a plane reading *WoodenBoat* and saw an ad for the boat at \$500,000," Flurry said. "That was still more than we had but we went for it."

Cook and Flurry, collectors and dealers of fine antiques and art, began selling their prized possessions and bought the 'Bird over the past year, moving aboard at last in April.

A visit to the boat on a hot May day found John Bostic — a minor partner in the boat as well as bosun, ship-keeper, mate and chief bottle-washer — busy cleaning winter grime from the 'Bird's pitch-pine decks. "Our first order of business is to keep her up cosmetically, to get to know her and to prepare her for sea," he said. "She's been a dockside liveaboard for so long, we have a lot to do before taking her offshore. We're going to keep her here for now."

They were too busy and too new to the boat for this year's Master Mariner's race, he said, but they plan to have her sailing the Bay again soon. A shakedown cruise to the Channel Islands later this year is in the works to learn what's needed for the next trip — the Mexico-Hawaii-mainland triangle in a year or two, then their dream cruise to see the century end at sea.

Flurry said they may ultimately return the boat to Germany where there is much interest in her. A German consortium is said to be having a replica of North Sea pilot schooner built right now in Turkey — a project reportedly begun before the consortium knew *Wander Bird* was for sale.

Sailing her 'home' to Germany is only one of several ideas, Flurry said: "It's all up in the air of, course, while we try to figure out the strengths of the vessel.

continued outside column of next sightings page



## 'bird — cont'd

I'm excited just to be around the boat and get to know her. Between now and the Big Voyage, I think it makes sense to try some sort of chartering. Not day-sails, more than that, but we haven't decided just what yet."

Standing in the 'Bird's saloon by her long gimballed table amid smells of Stockholm tar, linseed oil and old oak, Flurry smiled and said, "Just being here is the high point of my life."

*Wander Bird* is the last of several sisters built for North Sea duty. Her cost new: \$40,000, according to the late Warwick M. Tompkins who found her forlorn in France, bought her in 1928 for \$1,500 and sailed her around the Horn.

Tompkins was truly 'bigger than life' and drew other stellar sailors to the boat, among them Irving Johnson of schooner *Yankee* and *National Geographic* fame made Atlantic crossings and met his wife, Exy, aboard the 'Bird.

In 1936, the Tompkins family sailed the engineless schooner 'round Cape Horn again, this time from Boston to San Francisco. Warwick Tompkins' son, 'Commodore', now a respected professional sailor living in Mill Valley, was just a little kid when they made that passage.

There were further voyages around the Pacific, then the boat fell victim to divorce and headed for ruin through the '50s and '60s, tied to a Sausalito breakwater and used as a houseboat. By the mid-'60s, rain poured through the decks and rotted the cabin sole.

*Wander Bird* was all but lost in 1968 when tugboat skipper Harold Sommer, having just restored the 1885 gaff sloop *Freda* and unafraid of a little rot, decided to buy the 'Bird for some \$9,000.

His friends told him he was nuts. When he bought her anyway, we decided to help and to learn from the artist. Soon there was a cadre of volunteers working on the boat, among them Sausalito boatbuilders Billy Martinelli, Kit Africa (now of Port Townsend), and the late John Linderman.

At times it seemed like a Mennonite barn raising. People worked all over the boat for free — and for Annalise Sommer's famous spaghetti dinners. By 1980, the 'Bird was bristol and historically correct. But since then she's been a glorious sight out on the Bay only occasionally; mainly, she's stayed at the dock, home to the Sommers and a mariner's meeting place.

Now Harold Sommer lives ashore in Sausalito and has a small wooden tug, the *Alert*, to dote on. Both house and tug are of course kept bristol. Even the house has polished brass outside, and the rails of his white picket fence are joined with proper ship-scarfs.

To the scores of volunteers who helped restore *Wander Bird*, who put a lot of themselves into her over the years, it will be good to know she's at sea again. Even if we're not aboard, we'll be schooning with her.

For more of the *Wander Bird*'s fascinating story, look for a copy of Tompkins' classic book *Fifty South To Fifty South* about her Cape Horn trip, and a copy of *Nautical Quarterly* No. 17 for the restoration story. But good luck. Both are hard to find.

— brooks townes

## olivier de kersauson — persistence pays off

"Persistence alone is omnipotent," wrote poet/philosopher John Donne. We wouldn't be surprised if Olivier De Kersauson has that line engraved in brass above the chart table of his 90-foot trimaran *Sport-Elec*. On his sixth try in four years, the 52-year-old Frenchman finally attained what has become the prime plum in sheer *huevos-to-the-wall* sailing, the *Trophée Jules Verne*. Inspired by that 19th century author's *Around the World In 80 Days*, the event is open to any boat and crew who feel they can sail around the world, nonstop, faster than any who have gone before.

In 1993, the same year the Jules Verne came into being, three gargantuan multihulls departed Ushant in pursuit of the new holy grail. The others turned back with various gear failures or damage, but Bruno Peyron's shoestring-funded 86-foot catamaran *Commodore Explorer* carried on to complete the trip in 79 days, 6 hours — an amazing achievement that awed the sailing

continued outside column of next sightings page

## carefree

reportedly in deteriorating health. As they await their imminent trial date, sources in the islands tell us that in the 'court of public



Jim and Penny Fletcher.

opinion', they've already been condemned. Prior to the murder, we're told they earned a notorious reputation for public drunkenness, fighting and spouting racial epithets. These are apparently not your model cruisers. In a classic incident, which will no doubt be retold at the trial, Penny instigated a bar brawl with three West Indian men. She reportedly told them she'd been raped by a black man in Antigua and wanted to kill a black for vengeance. Another damning tale describes how Penny bragged in a bar about shooting holes in her dinghy in celebration of her 35th birthday, four days before Joseph's disappearance — a remark directly conflicting with her claim that the gun had been stolen earlier.

For anyone who's ever been to Bequia —

## america's cup

"It's great to be back in the game. I just couldn't stand the idea of not competing in what has become a life's quest for me. I am looking forward to what I know will be a great Cup in New Zealand."

With those words, Dennis Conner threw his hat into the America's Cup ring for the seventh time (he's 4-2 if anyone's counting). He'll be sailing for the Cortez Racing Association, a low-key San Diego-based club whose main function is hosting a popular Wednesday evening beer can race series. Negotiations with San Diego YC, which Conner has represented in his last four Cup efforts, apparently fell through. There's no word yet on sponsorship money, a design team or a crew, though the rumor mill has Chris Dickson aboard as helmsman. We'd be willing to bet that DC has something up his sleeve, and that he'll be a player when The Show revs up in Auckland in the fall of 1999.

Conner's last minute bid brings the total of official challengers to a record 18 from 10



## — cont'd

normally one of the most tranquil isles in the Caribbean — it is hard to image the hubbub created by the recent preliminary hearings. In addition to dozens of other media organizations trooping around the tiny island, ABC News sent senior correspondent John McWethy and a full crew down, resulting in a special ABC *Nightline* segment being aired nationally on the case. McWethy's report, however, has been blasted in the Grenadines as being incredibly biased and sensationalistic — painting the territory as deeply corrupt and dangerous. McWethy, it also turns out, was a contemporary of Jim Fletcher's at DePauw University in Indiana.

While many islanders whose livelihoods are tied to tourism worry about the impact of the negative publicity the case has generated, we're told veteran Caribbean sailors have taken little notice. Among the Windward and Leeward Antilles, the Grenadines have long been regarded as some of the friendliest destinations for yachtsmen.

Ironically, Jim Fletcher's parents, J. Robert and Kathlyn Fletcher, had been great fans of the Grenadines. They took sailing vacations there every year for a decade when they were younger. Son Jim, who grew rich through his father's West Virginia mining equipment firm, had been similarly impressed. He even talked about starting a charter business in the islands. Now, as he counts the days from his dank, depressing jail cell, he can only wonder if these fair islands will grant him a fair trial.

*latitude/aet*

## challengers

different nations. The previous high water mark was 13 challengers from 6 countries when the Cup was contested in Fremantle back in 1987. Conner's team was one of seven that paid the late entry fee of \$200,000 just before the May 14 deadline. Others were Waikiki YC/Aloha Racing (John Koliou), Cruising YC of Australia (Syd Fischer), Societe Nautique Rolloise/ Swiss-team (Switzerland, Andre Darmance), YC de Cannes/France Today (Nicolas Johansen), Union Nationale Pour la Course Au Large (France, Luc Gelluseau), and Punta Ala YC/Prada Challenge 2000 (Italy, Francesco de Angelis). The latter well-funded syndicate, which bought Bill Koch's armada, looks particularly strong.

To refresh your memory, here's the list of the 11 other teams who've already paid to challenge for the Auld Mug: AmericaOne/StFYC (Paul Cayard), America True/SFYC (Dawn Riley), St. Thomas YC (Peter Holm-

continued middle of next sightings page

## persistence — cont'd

world. Two years later, jaws dropped again as co-skippers Peter Blake and Robin Knox-Johnson blazed across the finish line in the 92-ft catamaran *ENZA New Zealand*, lowering the record to 74 days, 22 hours.

De Kersauson, who started with both *Commodore* in '93 and *ENZA* in '94 — and who made three independent attempts in between, the last being earlier this year — took off from Ushant (on the northwest tip of France) on March 8. Aboard were a seasoned crew, most of whom had sailed aboard before on one or more of the record attempts: Mate and systems expert Yves Pouillade, rigger Hervé Jan, sailmaker Didier Gainette, composites expert Thomas Coville, crewman Michel Bothuon, and crewman Marc le Fur.

The boat itself, though a trimaran, was similar in execution to both *Commodore* and *ENZA*. That is to say, it started life in the late '80s as a smaller boat (named *Poulain*) that has since undergone major modifications. In *Sport-Elec*'s case, only the 'joining traverses' and parts of the deck came from the original 1987 boat. A new main hull and floats were put on in 1992, and the boat got a new carbon rig and new sails in 1994. These and hundreds of smaller modifications have made the boat lighter, stronger and faster. Current dimensions: 90 feet LOA, 55-foot beam, 100-foot mast, 15-ton displacement. Construction is of high-tech composites throughout. Involved in all phases of the development were the boat's original design team, Marc Van Peteghem and Vincent Lauriot-Prévo, who have given the world a number of high-end multihulls including *Lakota*, *Primagaz* and the two trimarans used in *Waterworld*.

There will likely be much written about *Sport-Elec*'s record run in the months to come. The shorthand we were able to obtain from this distance is that the attempt began slowly (compared with *ENZA*'s time — the French effort could not have obsessed on it more if Blakey and the boys had sailed right beside them the whole way). In fact, when they crossed the Equator the first time, they were 1,500 miles behind *ENZA*'s pace. But down in the South Atlantic, they catapulted off a high that got them back in the running. *Sport-Elec* really smoked across the Indian Ocean, averaging 19 knots for an almost unbelievable eight days. (The slowest day's run during that sprint was 411 miles.) They crossed the finish line a minute before 7 a.m. GMT on May 19, lopping more than three days off *ENZA*'s record. The new record: 71 days, 14 hours, 22 minutes, 8 seconds. Sir Peter Blake was there to congratulate De Kersauson and his crew and hand over the Trophée the Frenchman had worked so long and hard to earn.

A few last tidbits: *Sport-Elec* averaged 14.6 knots for the trip, a tenth of a knot slower than *ENZA*. But thanks in large part to routing by American weather guru Bob Rice, she sailed about 1,500 fewer miles than did *ENZA*.

In addition to the new round-the-world mark, *Sport-Elec* set five new point-to-point records during her voyage. In addition to that, according to his bio, De Kersauson already holds the nonstop singlehanded round-the-world sailing record, which he set in 1989. (Boat and time weren't specified, and we couldn't confirm this at presstime.) To say Olivier is the man of the hour in sailing-crazy France is putting it mildly.

## nai'a lost, michael okay

Michael Reppy's attempted record run to Japan ended on a sadder note. On Day 30 of the run which departed the Golden Gate on April 23 — and was on pace to beat the 34-day record — his 36-ft trimaran *Nai'a* pitchpoled. Here's how he described the incident via his internet site.

"I was running with a main and spinnaker. I was below sleeping. When I came up, the boat was going very fast, stuffing into waves. I went below to get on my gear to get the spinnaker down, and came up just as the boat stuffed and pitchpoled. I dove down into the cabin as the boat, much to my horror, went over. It was an unbelievable thing to happen. I got the EPIRB, survival suit, cut the liferaft off the net, inflated it.

"About two hours [after I turned on the EPIRB], a Japanese rescue helicopter went overhead and notified a ship. Three hours after that, I was rescued by a Japanese ship called *Century Highway*. They gave me food and

continued outside column of next sightings page



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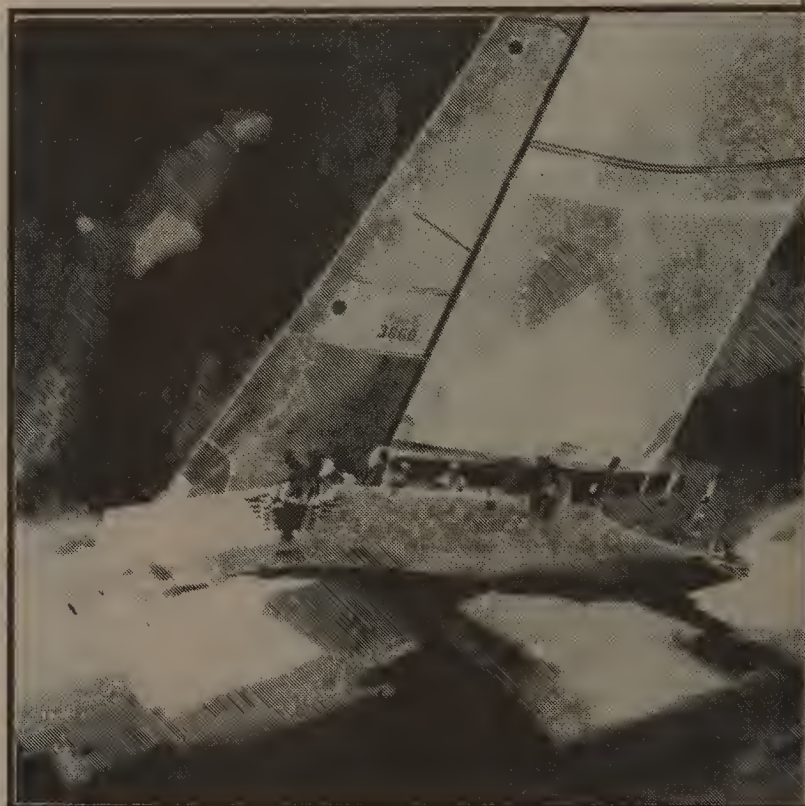
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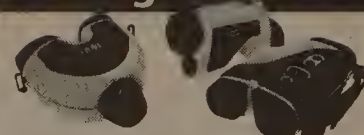
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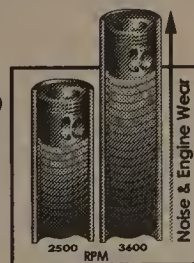


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# SIGHTINGS

## *nai'a* lost — cont'd

a hot bath. I'm okay, but the boat has been lost. I should be in Yokohama on Monday. That's the story, as tragic as it is. At least I'm alive."

We were unable to find out much more before this issue went to press. We'll have more details in the next issue.

## third time in a year

For anyone with lingering doubts about whether it's permissible for Americans to sail to Cuba, we can report that Devan Mullins of Sacramento has just returned from his third sailing trip there in less than a year. And he intends to return in June. Mullins' first trip to Cuba was with the *Wanderer* and others aboard *Big O*, when we sailed 500 miles along the north coast. In November, Mullins took his own Shannon 38 *Points Beyond* from Key West to Havana for a week. He made a similar trip last month.

continued outside column of next sightings page

## a-cup

berg), PACT 2000/New York YC (Ed Baird), Royal Dorset YC (England), Societe Nautique Grau-Du-Roi/Port Camargue (France), Aberdeen Boat Club (Hong Kong), Nippon YC (Japan, Peter Gilmour), Spain (Monte Real Club de Yates de Bayona/Real Club Nautico de Valencia), Club Nautique de Morges (Switzerland) and Age of Russia/St. Petersburg YC (Russia).

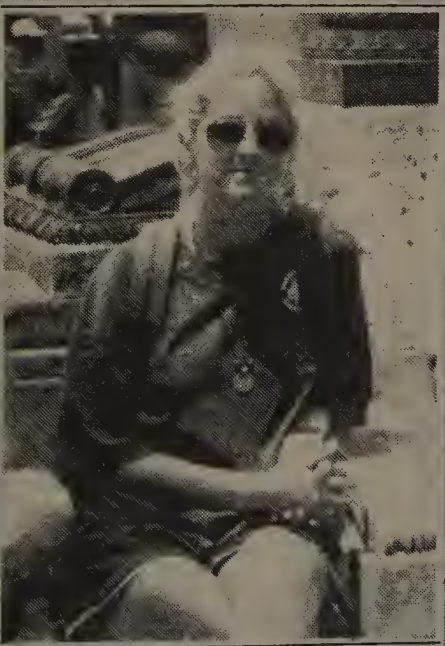
If history repeats itself, only half these challengers will make it to Auckland — which still leaves quite a healthy fleet. "It's going to be tough (to defend the Cup)," noted Team *New Zealand* head honcho Sir Peter Blake. "The challenger who goes up against us will have gone through something





## — cont'd

like 80 races." New Zealand, with a single defense, has its work cut out for it. Look for the attrition in the challenger field to begin on October 1, the date when a \$250,000 performance bond must be ponied up. The money is refundable only to syndicates that actually start the challenger elimination series, so this financial hurdle should weed out some of the shakier efforts. It's fairly obvious who some of the drop-outs will be, and who some of the likely merger candidates are (six separate candidates from the U.S., not to mention three from France, seems excessive). But for now we'll let everyone enjoy their 15 minutes of fame — or in this case, 15 weeks.



## third time — cont'd

As was the case last time he went to Cuba, Mullins started by walking from his temporary slip in Key West to the nearby Coast Guard base to get a permit to go to Cuba. Just 24 hours after providing the necessary boat documentation



*With a line of cruising boats like this at Marina Hemingway, you can't help but wonder how long Cuba can remain 'unspoiled'. Left, scenes from 'Points Beyond's most recent trip to Cuba.*

and information about his crew, he had the permit in hand.

Boats pulling into Havana's Hemingway Marina are assessed \$10 by the Guarda Frontera, \$20 by Customs and \$15 per person for visas. We're not sure if this is true for American boats — we didn't go there with *Big O* — as both Cubans and American skippers are aware that it's illegal for Americans to spend money in Cuba. In any event, Mullins said checking in only took about two hours, in part because five boats arrived at the same time.

Hemingway Marina had many more boats than in November, including a big Oyster, a big Swan, and a very large powerboat. At least 10 of the vessels were U.S.-registered. Berthing runs about \$12/day for a 40 footer. If you join the International Yacht Club, you get 35% off. So if you stay for more than three days, it makes sense to join. Lifetime club membership is \$300.

Mullins noticed a couple of changes in the marina. "The electrical problems seem to have been sorted out, which is nice. In addition, prostitutes can no longer knock on your hull because they are being kept out by the front gate. Security is good, as guards on bicycles patrol all the time."

Mullins also noticed that Bob Mashburn's Ericson 38 — which somehow managed to run aground near Havana on a trip from one coast of Florida to the other (!), is being fixed at a yard in Hemingway Marina. The interior has been almost entirely gutted — and apparently the insurance company is picking up the tab.

A friend had given Mullins a letter to deliver to "a Carena who hangs around the marina". That was address enough to find Carena — one of Havana's many blondes — who turned out to be an excellent amateur tour guide. If you find yourself in Hemingway Marina, you might ask around for this sweet and intelligent woman. But ask carefully, as she's not a licensed guide and you don't want to get her into trouble with the Revolutionary Courts.

Mullins also stopped by the office of International Yacht Club Commodore Jose Ecrich. The gregarious commodore was tickled when shown a photograph of him in *Latitude* that had been taken by the *Wanderer* during *Big O's* visit to Cuba. Ecrich's status in Cuba is unclear to us, but he's definitely 'somebody'.

In other Cuba news, a pre-race meeting for May 23's Sarasota to Havana Race drew about 400 potential participants — and U.S. Immigration and Customs officials, who were happy to show potential participants how to keep from breaking the law. Also in attendance was one member of a Miami-based Cuban freedom group who vowed to do anything he could to stop the event. At last word, it was still on.

In any case, nobody should sail to Cuba without Nigel Calder's new and definitive 270-page *Cuba Cruising Guide*. While recording anchorage data

continued outside column of next sightings page



# SIGHTINGS

## third time — cont'd

with GPS and other equipment, Calder ran into trouble with the Guarda Frontera — who probably suspected he was helping plot an invasion. Calder was detained for nine days before Commodore Ecrich and others interceded by explaining that Calder was doing a great service to Cuba's tourist industry. When all was said and done, the Cubans provided Calder with hundreds of detailed and GPS-corrected charts that individually are worth thousands of dollars. In addition to these and other hand-drawn charts, Calder's artist-wife Teresa has contributed many excellent horizon sketches.

Although off-limits to most Americans for more than 35 years, the 500-mile-long, reef-strewn, undeveloped cruising paradise that is Cuba is halfway open now — and sure to become wide open soon. Now as well as later, Calder's excellent guide will be indispensable.

## short sightings

**PILLAR POINT, HALF MOON BAY** — a bunch of abalone farmers get their way — and it looks like they might — one of Northern California's important federal Ports of Refuge may not have room for sailors blown in by storms.

The protected anchorage at Half Moon Bay's Pillar Point Harbor is the subject of heated debate among commercial fishermen, sailors, abalone aquaculturists and bureaucrats. At stake is a major portion of the only safe anchorage between the Golden Gate and Santa Cruz.

With abalone getting mighty scarce in the wild, particularly delicious 'reds' which fetch \$60 or more per pound, four companies want to grow millions of kelp-eating *haliotis refescens* in rafts of barrels and tanks anchored over more than two dozen acres of the harbor. There are times now when that area, capable of accommodating 200 or more boats, fills to overflowing with boats seeking shelter from the weather.

The disputed area is between Pillar Point Harbor's outer and inner breakwaters. Bob Miller, head of the Crab Boat Owners Association in San Francisco, said if the ab farmers win the battle and expand operations as planned, the space left in the anchorage will handle only half the number of vessels it does now.

So far, Pillar Point's five-member harbor commission has sided with the ab growers, shoving aside mariners' concerns. "Even the harbormaster agrees with us, with the studies and the data I've shown him, but the commissioners don't want to hear it," said Miller, one of many commercial fishermen fighting the farmers.

He and scores of other boat owners say mariners seem to be up against insider politics on the Harbor Commission and within the Department of Fish and Game, which the Commissioners and DFG brass deny.

The fight is expected to continue before the Coastal Commission and the state's Water Quality Control Board, which will be asked to look at the predicted seven tons per day of ab fecal matter going into the harbor. The chance for diseases in the 5-million-critter 'abalone ghetto' to spread to wild stocks is another concern.

"When the weather turns ugly, as it often does in the spring, the loss of anchoring spaces may very well prove to be deadly to some," Miller told a *San Francisco Chronicle* reporter. "We have nowhere else to go."

If you want to join the fight, Miller invites you to call him at (415) 588-3989.

— brooks townes

**McCARTNEY POINT, BAY FARM ISLAND** — After admiring the remains of the destroyer *USS Thompson* (*Sightings*, May '97), history buffs might be interested in a side trip to the northern end of Bay Farm Island. That's the final resting place of much of the rest of the ill-fated Destroyer Squadron 11. As mentioned in Peter Evans' article, 9 of 14 ships in the squadron ran aground at Honda in 1923 after the lead ship made a navigation error. (The *Thompson*, last in line, escaped that fate. Her captain was later court martialed for taking the initiative to check soundings and not follow the

continued outside column of next sightings page

## getting screwed

Members of the Monterey city council think that a 1885 U.S. maritime act that prevents foreign-built vessels from carrying passengers from one American port to another is screwing their community out of millions of dollars that cruise ship passengers spend elsewhere. And they're right.

As it stands now, a foreign cruise ship can call at one U.S. port, then must sail out of the country. Because places like L.A. and San Francisco are much bigger draws than little Monterey, the city with all the pinecones misses out on virtually all the cruise

return of the





## in monterey

ship passengers — who, statistics tell us, spend more than \$200 apiece each day in port. It wouldn't be such a problem if there was an American-flagged cruise ship industry, but there isn't one — unless you count the single ship that's been operating in Hawaii since 1951.

Monterey officials are starting a campaign to have the law overturned or modified. If they get anywhere, it will also bring cheer to entrepreneurial folks who own foreign-built sailboats, as it's the same law that makes it illegal to charter them in U.S. waters.

## shorts — cont'd

leader.) Two were able to free themselves, but the others remained aground. In the late '20s or early '30s, the other seven ships were refloated and towed to McCartney Point, where they were aligned end-to-end as a breakwater.

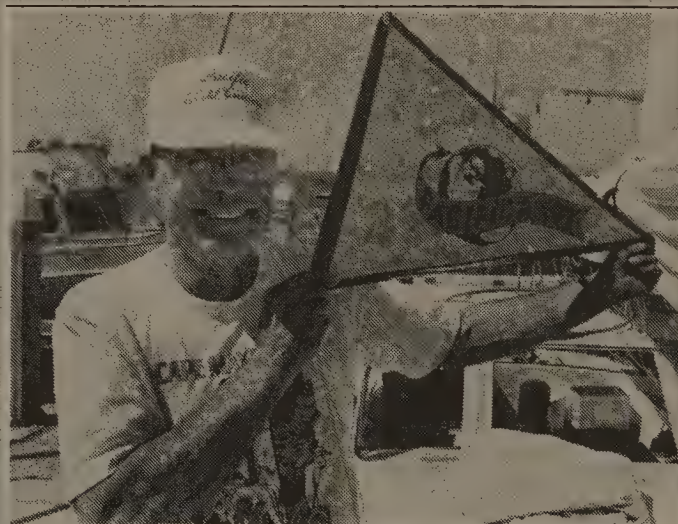
— Jack van Allen

**QUONSET POINT, RHODE ISLAND** — Dropping *Falcon 2000*'s towering Southern Spars rig in late April just prior to Antigua Race Week was bad enough, especially under circumstances that may have involved 'operator error'. But for Ed Baird's PACT 2000 America's Cup syndicate, the unlucky events of May 5 added insult to injury. The following account, which was e-mailed internally among the Kiwi A-Cup crew, somehow found its way to our office. We found it far more entertaining than PACT's sanitized press release about the incident.

"Bit of bad luck on the shores of Rhode Island yesterday for PACT 2000. The (expletive deleted) were hauling the *Mermaid* at their new base, which they are just setting up at Quonset Point. They were picking the boat out of the water when the crane jibbed out too far. It tipped over, dropping the boat onto

continued outside column of next sightings page

mystery rectangle



In mid-May, retired high school math teacher Pat McKinnon left the Golden Gate bound for the Marquesas aboard his Spencer 46 'Isle of Skye'. Accompanying him were four other Pacific Northwest cruising yachts. All are members of Pacific World Cruisers, an around-the-world rally organization formed by McKinnon, as a low-key — non-race — alternative to Jimmy Cornell's circumnavigation programs. More boats are expected to rendezvous in French Polynesia for carefully-planned two-year circuit.



# SIGHTINGS

## shorts — cont'd

its keel on the ground, and then falling down, hitting and holing the bow. The fin-to-bulb bolts sheared, leaving the bulb on the ground. With the ensuing reduction in weight, the boat shot up 25 feet into the air, hitting *Tag Heuer*, which was sitting alongside. *Mermaid* punctured *Tag Heuer*'s hull, and then proceeded to swing around and bang into the crane. The guys had been in the process of working on the winches on deck and, as the boat shot into the air, all the parts got flicked into the water. The bulb landed inches away from the carbon fiber spar, which was sitting on the ground. No one was hurt, but (name deleted) s--t his pants. Bit of a bad run, you might say!"

**DISCOVERY BAY, THE DELTA** — Two powerboats with a total of eight people aboard collided at approximately 40 mph in early May at the intersection of Middle River and Woodward Canal. One man was killed in the broadside and three others seriously injured. One skipper was arrested on suspicion of operating a boat under the influence of alcohol.

This wasn't the first high-speed powerboat collision in the Delta that resulted in death, and won't be the last. Authorities are always quick to blame alcohol when such accidents occur, and while alcohol most certainly can be a factor, we think they're missing the mark — nothing kills faster than speed. Two completely drunk skippers of Coronado 25s could probably slam into

continued outside column of next sightings page

## robin's hood ornament

We got lots of replies to our caption contest last month. The victim, uh, model is Robin Sodaro and that thing on his head is one of those portable running lights. Here are a few of the ones we liked.

- "Check out the new Hood Sails Sunburn Warning Guage!" (Ken Jesmore, Sausalito)

- "It's okay, R-2. I'll do this one manually." (David, East Bay)

- "You know, the rug didn't do much for the babes. But after I joined 'The Headlight Club for Men', everything changed!" (Gary Goudswaard, Petaluma)

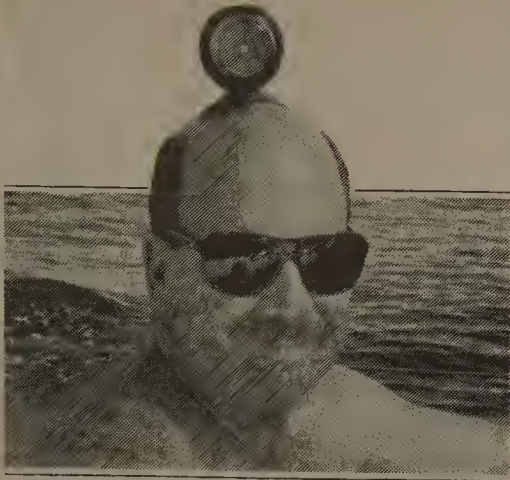
## looking

In only six short years of production, some 830 Westsail 32s were built, making them one of the most successful designs of all time. And for those who favor heavy-displacement double-enders, they're still





## shorts — cont'd

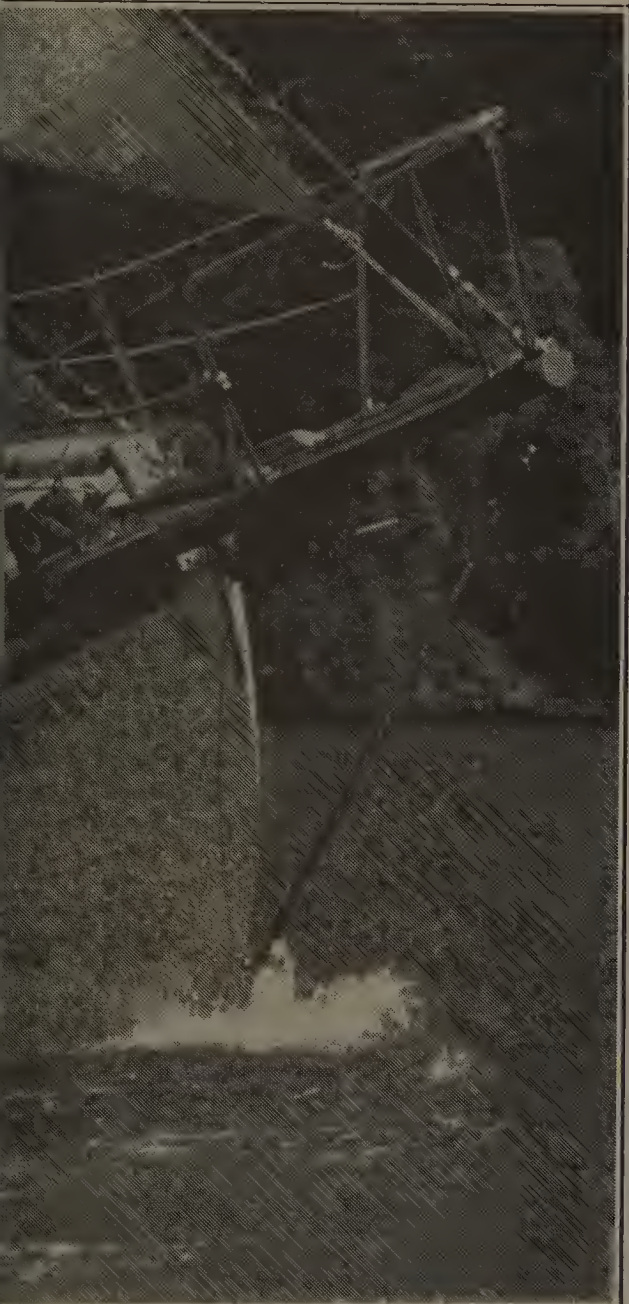


• With the sight carefully positioned, Robin places the first water balloon in the funnel. (Lynn Ogden, Mill Creek, WA)

## good

great boats. In our brisk summer breeze, you could even call them lively.

That's sure how *Alexander* looked as she sailed up Raccoon Strait last month. Lively, well-trimmed and looking good.



each other at hull speed and there wouldn't be an injury. Speed is the real killer.

If you're one of the many sailors planning a trip to the Delta this summer, we strongly urge you to sail defensively. Take corners wide, for example, so you'll have the maximum visibility of approaching hazards. Always have an air-horn at the ready to warn drunk skippers of high-speed motorboats of your presence. And never anchor halfway around a blind bend.

**MARATHON, FLORIDA** — During the middle of May, a young Aussie woman got tremendous press coverage for swimming — inside a shark-proof cage — from Havana to Key West, Florida.

Another Cuba-to-Florida attempt during the same period — this time by 14 Cubans desperate for freedom aboard a pathetic raft — received virtually no publicity. A mother and two children died after the raft drifted off course and they became marooned on a tiny coral outcropping in the Bahamas. Two others who took off for help are missing and presumed dead. Nine others were rescued by the Coast Guard.

Who ever said life was fair?

**ANGEL ISLAND** — In early May, state park officials began to allow two electric trams to carry passengers on an eight mile route around Angel Island — including to the previously isolated southern side. Officials say they are allowing it because the park needs the bucks, and because it would enable certain handicapped and aged people to enjoy the island more. Opponents claim the trams are another sign — the previous jazz shows in Hospital Cove were another — that the park system is turning away from their original goal of preserving the island as a nature sanctuary and turning it into a commercial attraction. Moderates say that if nothing else, the south side should be off-limits to trams.

Where do you stand on the issue? If you agree with greater commercialization, do you think the same should be done with other islands such as Catalina, Santa Cruz, San Miguel and San Clemente? We can see both sides of the debate and haven't made up our minds.

**MORE ANGEL ISLAND** — It's not enough that poor Angel Island has been deforested of eucalyptus trees, now they're going to blow the place up! But seriously, folks, if you want a real treat the whole family can enjoy, sail or ferry over to Angel Island on Sunday, June 8, pack a picnic blanket and lunch, and take the new tramway over to Camp Reynolds on the western side of the island. Advance reconnaissance units have told us that at or about 2 p.m., the 3rd Artillery Regiment Civil War reenactment group camped there will come under attack from seaward by the tallships *Californian* and *Hawaiian Chieftain*. The cannons will thunder (oh yeah, bring earplugs, too) as the two groups engage one another in the reenactment of the battle that never was. Although Confederate raiders did ply the Pacific Coast during the Civil War, the heavily fortified ramparts around the Golden Gate apparently dissuaded them from ever entering the Bay. If you really want to get into the spirit, members of the public can 'participate' on board either of the ships during the battle as paying blaggards. . . uh, crew. For information on the *Californian*, call (800) 432-2201; for the *Chieftain*, (415) 331-3214. For more on the event, call (415) 435-1915.

**JAPAN** — Three fishermen retrieved from floating debris in the Sea of Japan were jailed in March after sinking their own boat while on drugs. Well, at least that's the only explanation authorities could come up with for the trio's outrageous claim that a cow had fallen out of the sky to destroy their craft.

Shortly afterward, a story came down the pipe that a Russian transport had been delayed at a remote airfield by a cow that wouldn't get off the runway. As a practical joke, the crew of the plane herded the animal on the plane and took off. They no more than got airborne and the joke was on them — the cow went berserk. When its thrashings started breaking cargo loose, it became apparent that the plane was going to crash if they didn't lose the cow. Which they did, at about 30,000 feet. You can imagine the rest. The three fishermen were released.



# MASTER MARINERS '97 —





# THANKS FOR THE MEMORIES

On a more somber note, we witnessed a man overboard incident. We're happy to report the crewman who fell off a Bird boat was wearing a PFD, which inflated just like it's supposed to. Kudos to the crew, who got him back aboard. But it wasn't an easy task.

From there, we're just going to have to let the photos tell the rest of the story. Great day, great event — see you next year!





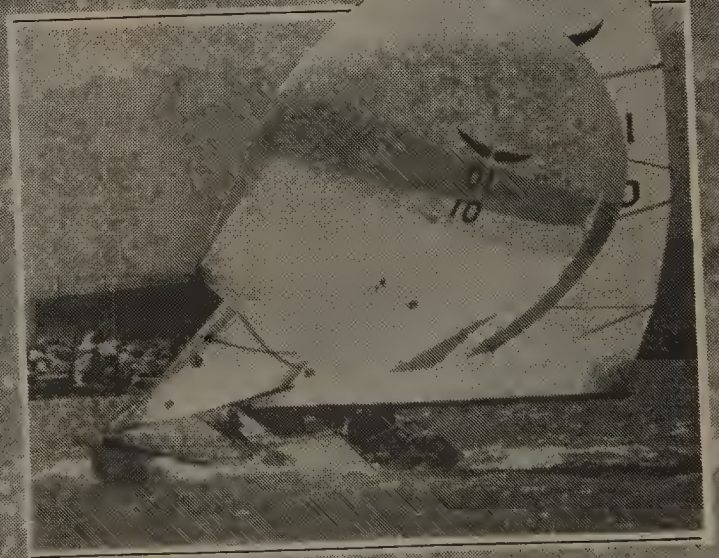
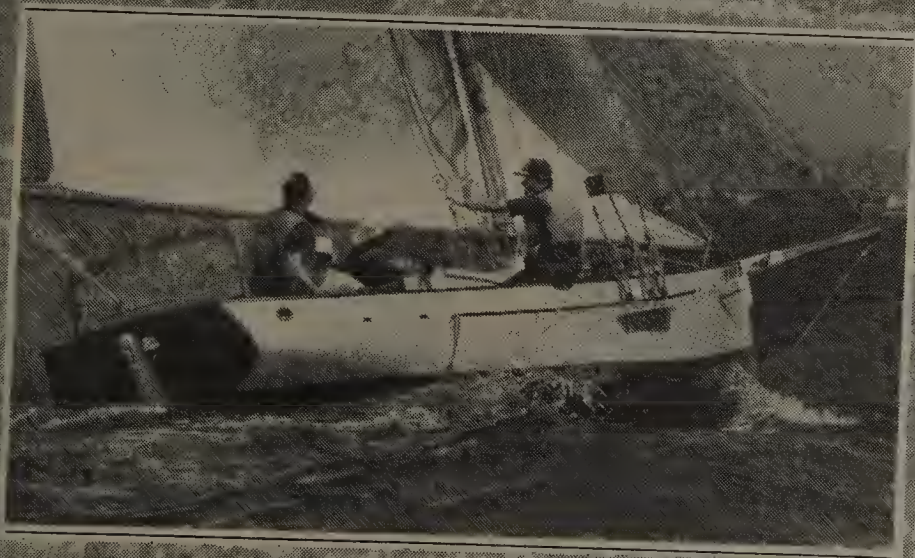
# MASTER MARINERS '97





# THANKS FOR THE MEMORIES

*Spread, 'Barbette' on the Golden Gate reach. Insets (l to r), perennial Merit 25 rivals Jim Fair and Paul Kamen were among the crew of 'Nautigal'; this Bird lost a crewman overboard. (Fortunately, he was wearing a lifejacket and the crew hauled him back aboard); 'Kathleen' stepping lively through the slot; it was a wild goose chase for all other Birds as co-owners Jock MacLean and John Jansheski flew 'Grey Goose' to another convincing win in the seven-boat-strong class.*







# KKMI KH

## HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - M

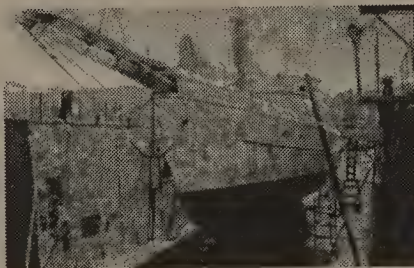
# IT'S THE WATER AND A LOT MORE!

The founders of KKMI, Ken Keefe and Paul Kaplan, knew when they opened their business they needed to have far more than just a great parcel of waterfront property to operate their boat yard from. To start with, they knew they needed to employ an incredibly skilled and dedicated work force. A crew that not only understood their craft, but was also equally passionate about the quality of the work they produce. KKMI was founded on the belief that in order to offer their customers the best service and highest value possible, this could only occur if they operated a first class facility. Above all they also knew that even if they built the Bay Area's best facility (which they have), if they didn't employ the right people, it wouldn't matter how impressive the facility was. It certainly could never make up for faulty workmanship or poor value. In short, they knew in their case, bigger would be better, but only if they hired the right people.

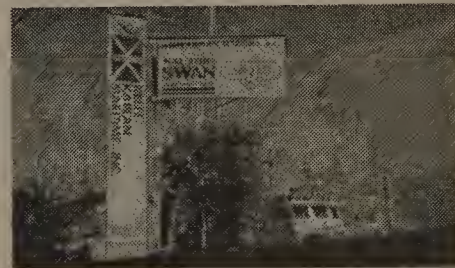
Over the past months you have had the opportunity to become acquainted with the fantastic crew at KKMI and learn of their dedication. You've also had the occasion to "meet" Heather, KKMI's memorable spokesperson who "showered" you with stories of how their prices are on the average 17% less than most Bay Area boat yards. Now here's an opportunity to take a little tour of the yard itself. While it's been said, "a picture is worth a thousand words", no pictorial can properly describe the level of competence you will experience at KKMI. In fact, the only way is to bring your boat to KKMI and find out for yourself. When you do, you certainly won't be disappointed.



The entire yard is secure and fenced to offer your boat the highest level of protection.



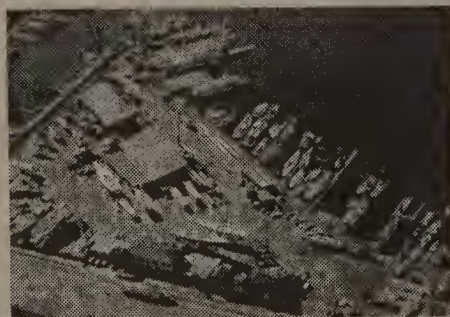
Their 200 TON dry dock gives KKMI the largest lifting capacity of any boat yard in Northern California.



Easily located one block off the 580 freeway, KKMI is easy to get to by land or water.



With a full marine store on the premises, KKMI offers a complete array of services to the boat owner.



While it may not look impressive from the air, if you look closely there are four Maxis in this picture on land!



ALCOM Marine Electronics operates two offices, both at KKMI and Newport Harbor Shipyard.



KKMI's harbor has over 22' of water, at low tide!  
Running aground is unheard of.



With berthing for vessels up to 180' in length, no matter what size boat you own, KKMI can handle it.



In one row alone there are four yachts 50' or larger. The yard is clean with no cars to endanger the boats.



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## David Watterman's TOP TEN REASONS KKMI IS THE BOAT YARD FOR YOU

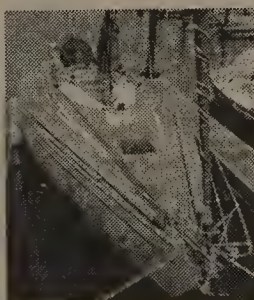
10. When you arrive, all you are asked to sign is a "Work Order", not a blank check.
9. They have affectionately named each Travelift, so you won't feel like a stranger is touching your bottom.
8. "Let's hope it floats", is not KKMI's slogan.
7. When they launch your boat at low tide, it doesn't mean planting it in the mud.
6. Because we have a big cheese and a petite fromage.
5. Not one crew member has failed their "drug test", most didn't even study!
4. Unlike most yards, your boat is just as secure, if not more, than your marina.
3. When they talk about their service, it doesn't mean "serve-us".
2. Instead of green stamps with every purchase, you get a green bottle, but you can lick the cork!
1. Three Words: Bottom Preparation H.

## NAUTOR'S SWAN SAN FRANCISCO



SWAN 46 *Lineale* (1978)

Offered for sale by her original owner, this is without a doubt the most meticulously maintained Swan 431 to ever come on the second hand market. This boat has been consistently updated and lacks no amenity or piece of gear. Call us today for complete specifications and to schedule an appointment.



SWAN 441 *Patty Sue* (1979)

Ron Holland designed and Nautor built, "Patty Sue" is the epitome of the gentleman's racing/cruising yacht. Teak decks and interior, B&G instruments, fully battened main, 4 jibs and 2 spinnakers, make this a must see yacht. The owner has asked us to solicit offers on an asking price of \$165,000.



SWAN 44 *Ocean Magic* (1973)

Elegant, classic S&S design with typical Nautor quality construction. This fine example has been extensively restored over the last two years. A V-berth has been added forward, and the interior has been entirely refinished and reupholstered. All systems have been methodically refurbished. Call for details.

## HERB CRANE



### Friday Fiberglass

**THE ONLY WAY TO FLY:** Like they say, "When you got to go, you got'a go", and such was the case of the famous yacht *Athene*. After calling the West Coast home for many years she is now headed for Europe. Rather than incur the wear and tear of sailing *Athene* to the Mediterranean on her own bottom, she is being "carried" to her destination, first by truck and then aboard a ship. Shipping such a special wooden yacht across the country is something that needs to be handled with great care, and KKMI was responsible for getting her off on her first leg of the journey. Her beautiful spars, including the faux painted wood carbon fiber boom, were removed and expertly wrapped for shipment. Next the boat was loaded aboard one of the longest boat-hauling trailers in the country. Ready to ship such a precious cargo aboard a truck is nothing to take lightly and a task you wouldn't delegate to just any boat yard, but KKMI was up to the task. After a less than direct route from Pt. Richmond to Ft. Lauderdale, her skipper called a few weeks later to thank KKMI for doing such a great job as the boat arrived on the other side of the country without so much as a scratch!

★ ★ ★

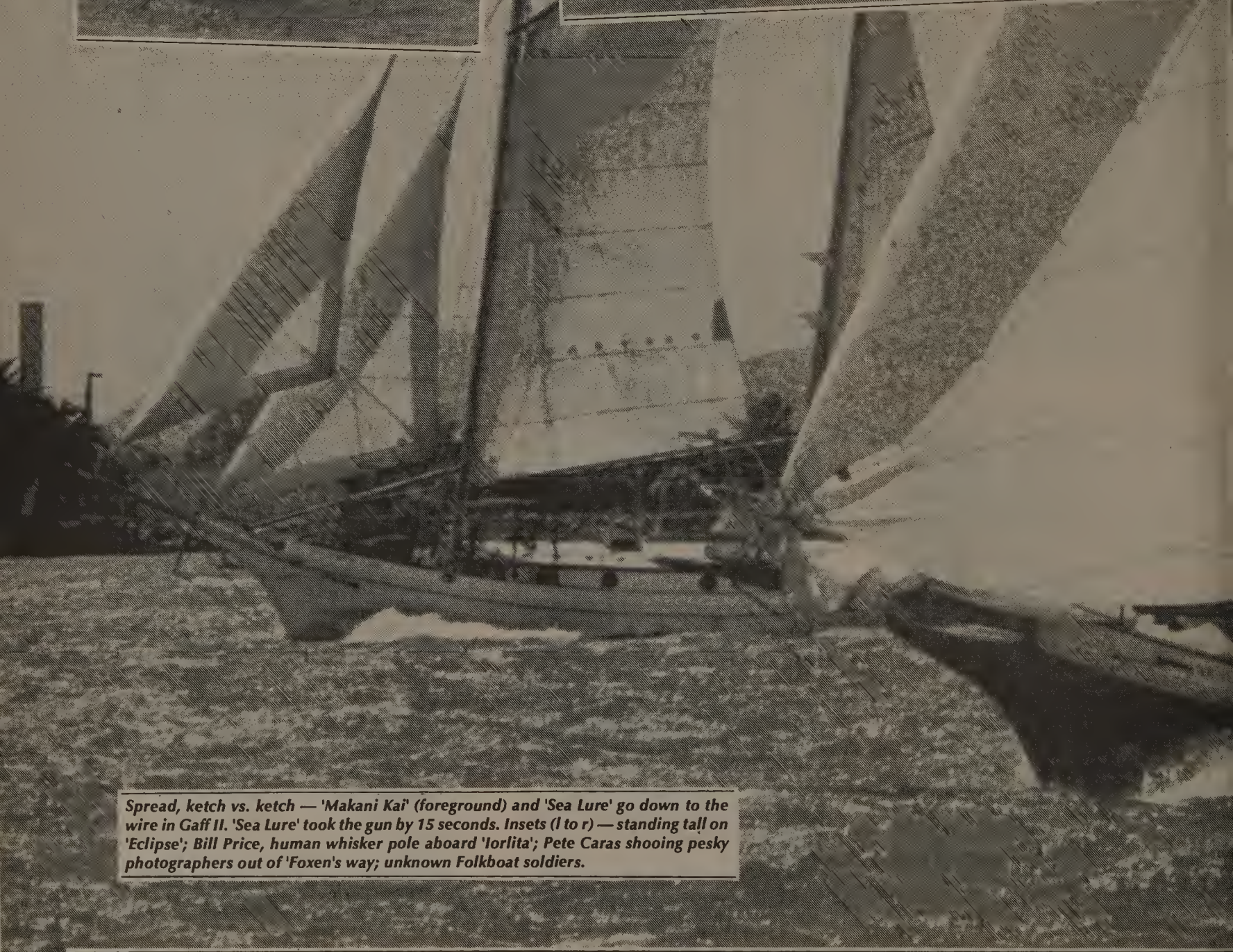
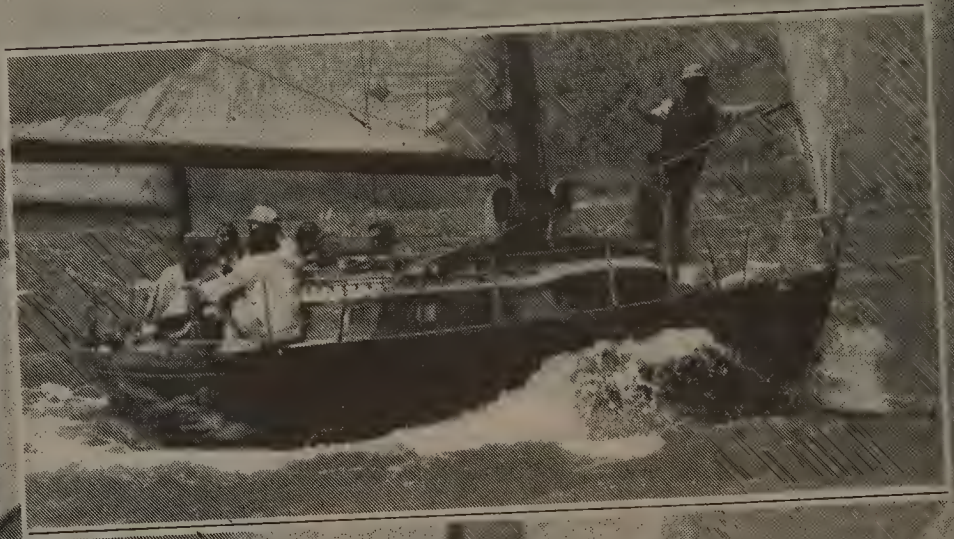
**THREE DOT YACHT:** The yacht sales business continues to flourish and if you happen to walk into City Yachts and think the crew there looks giddy please excuse them, they still haven't gotten over the effects of Pacific Sail Expo. After being in the yacht sales business for over 28 years you'd think they'd "seen it all", but without a doubt the strong response to the new models Sabre Yachts has introduced is without parallel. The only thing you'll hear the folks there complaining about are the long delivery times. With four boats on back order at the Maine factory the soonest delivery date is early fall. Much the same situation exists for Nautor's Swan in Finland, KKMI has a new Swan 44 MkII on back order and the soonest delivery date is late winter 1998. One reason for the upswing is the extremely favorable exchange rate. In fact, during the boat show when people asked how much the boat cost, the general response was disbelief. For a great many people, they really never knew how affordable a Swan was and they just assumed the boat was "out of their range". The good news is...now is the time to take advantage of the favorable exchange rate. The bad news is...if you wait, an opportunity like this may not be there again.

★ ★ ★

**AND THE WIENER IS...:** While some say commercialism has taken over the world, and they're right, such is the world today. It doesn't matter what the activity is, everyone has a sponsor, even our kids soccer team has a sponsor! KKMI has succumbed to this trend by sponsoring a variety of activities, fortunately they know how to pick the winners! For example, KKMI was the proud sponsor of Dennis Rowedder's 11:Metre which took first place in the Spring CityBank Cup at Pier 39. In a less televised, but no less prestigious event, KKMI's Corporate Administrator, Angie Deglandon, not only set a WORLD RECORD in the Permithane/Wooden Boat Magazine Challenge Cup for the fastest time in building a boat from scratch, but she raced the 12' dinghy she built and won the regatta! While the trophy may not be as fancy as the America's Cup (pre or post Marui) it now hangs in the reception area of KKMI's offices with great distinction. Last but not least, KKMI has sponsored the classic schooner *Brigadoon* in the Master Mariner's Regatta.



# MASTER MARINERS '97 —



*Spread, ketch vs. ketch — 'Makani Kai' (foreground) and 'Sea Lure' go down to the wire in Gaff II. 'Sea Lure' took the gun by 15 seconds. Insets (l to r) — standing tall on 'Eclipse'; Bill Price, human whisker pole aboard 'Iorlita'; Pete Caras shooing pesky photographers out of 'Foxen's' way; unknown Folkboat soldiers.*

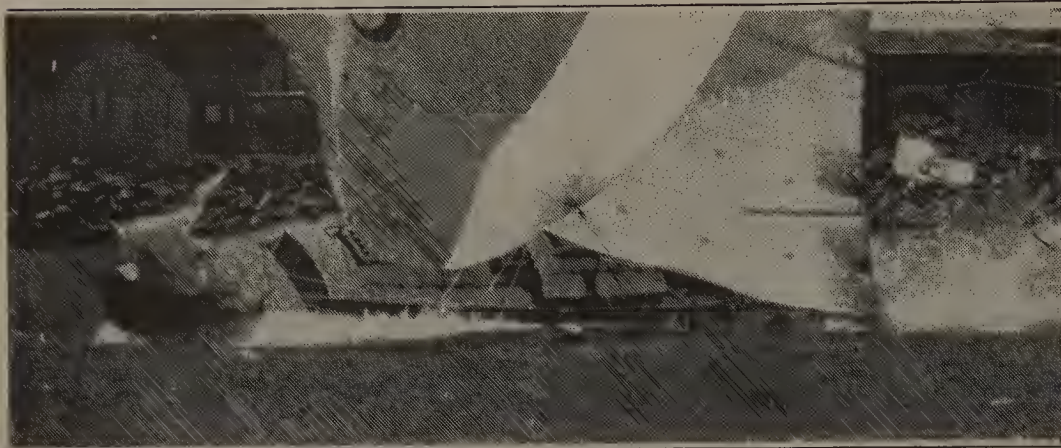


THANKS FOR THE MEMORIES





# MASTER MARINERS '97



## RESULTS

**BIG SCHOONER** — 1) **Callifornian**, 145' topsail schooner, Ward Cleaveland. (3 boats)

**GAFF I** — 1) **Brigadoon**, Herreshoff 65 schooner, Terry Klaus. (3 boats)

**GAFF II** — 1) **Polaris**, Custom 40, Tom List. (3 boats)

**GAFF III** — 1) **Kathleen**, Lyle Hess 24 cutter, American Patrol Boats Museum staff; 2) **Biscuit**, Custom 26, Bill Rickman. (5 boats)

**MARCONI I** — 1) **Elizabeth Muir**, Eldridge-

*Like father, like son: Mark English drove the family's 'Chorus' to victory while proud papa Peter ran the regatta. All photos 'Latitude'/jr.*

McInnis 50, Babe Lamerdin; 2) **Danzante**, Lapworth 40, Barry Herman; 3) **Kandu**, S&S 40, Jim Conway. (7 boats)

**MARCONI II** — 1) **M'Lady**, Ullstrup 38.5, Mike Arshawsky; 2) **Iorlita**, S&S 40 yawl, Michael Freiberg; 3) **Foxen**, Alden 40 cutter, Pete 'Poobah' Caras. (9 boats)

**MARCONI III** — 1) **Kaia**, Atkin 43 ketch, Alan Langmuir; 2) **Simpatco**, Garden 35 ketch, Tom McGowan. (6 boats)

**MARCONI IV** — 1) **Honaiee**, Herreshoff Rozinante, Paul & Dawn Miller; 2) **Wizard of Bristol**, Herreshoff 28, Jim McGee; 3) **Westerly**, Dunnigan 30, Noel Duckett. (9 boats)

**OCEAN I** — 1) **Cock Robin**, Alden 63 yawl, Bruce Fowler; 2) **Kirawan**, Rhodes 53 yawl, Sandy Horowitz. (4 boats)

**OCEAN II** — 1) **Chorus**, Kettenburg 38, Mark English; 2) **Credit**, Farallone Clipper, Bill Belmont. (5 boats)

**BEAR** — 1) **Sugarfoot**, Marty Zwick; 2) **Juno**, Cindy & Bruce Clymar. (4 boats)

**BIRD** — 1) **Grey Goose**, Jock MacLean/John Jansheski; 2) **Skylark**, Jane Hook/Peter Brosig; 3) **Curlew**, James Josephs. (7 boats)

**MODERN DESIGN** — 1) **Spirit**, S&S 33.5, Steve & Ann Lewis. (3 boats)

### SPECIAL AWARDS:

**BARUNA** (first place, ocean) — **Cock Robin**.

**BILLIKEN** (fastest gaff) — **Brigadoon**.

**DEADEYE** (fastest marconi) — **Barbette**.

**LYLE GALLOWAY** (fastest < 30') — **Honaiee**.

**LONG DISTANCE** — **Kirawan** (Marina del Rey).

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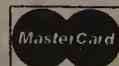
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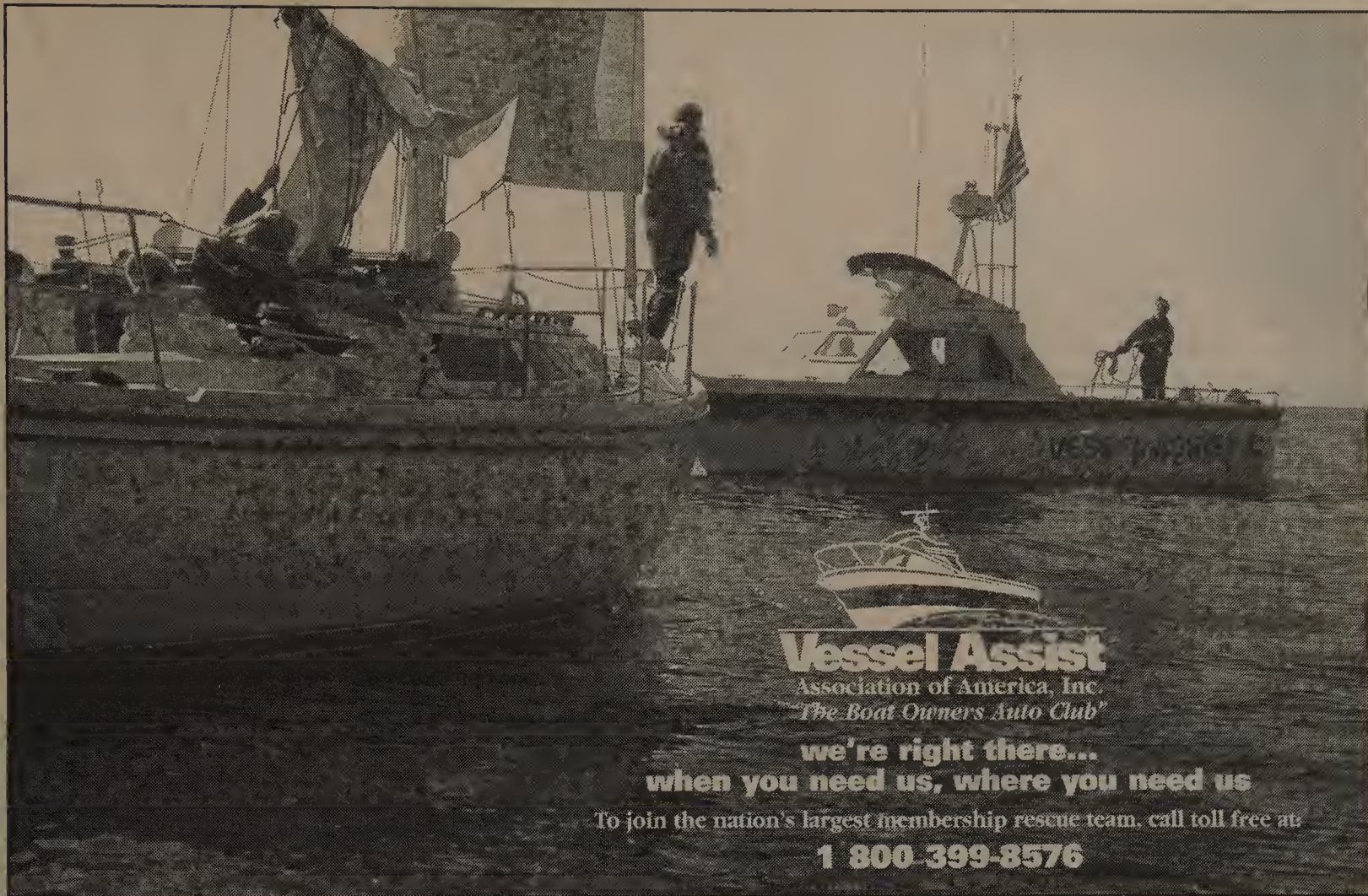
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# ANTIGUA SAILING WEEK '97 —

Loosely translated, the name of Larry Ellison's Farr maxi means 'see ya later'. As she charged past the armada of smaller boats that started before her at late April's Antigua Sailing Week, the name seemed abundantly appropriate, "Sayonara!" With a half-dozen crew from northern California, the globe-

wish list.

Celebrating its 30th anniversary, this year's event drew a record 254 entries from 31 countries, with at least as many spectator

bronzed crewmen return home with tales of all-night reveling, 75° water temperatures and warm, 20-knot trade winds, it's no wonder their mates become envious, vowing to make the scene the next year.

*"Since the whole fleet was often following us, there was a lot of pressure on us to find every mark and miss all the reefs!"*

trotting 80-footer sailed to five straight firsts — in class and fleet — which earned her the coveted Lord Nelson trophy.

Unless you've had your head buried in the sand, you undoubtedly know that

boats and 'motherships', tagging along from venue to venue to cash in on the post-race frivolity.

In the early days, Race Week fleets were made up almost entirely by Antigua-based

It was the first time Ellison and most of his crew had experienced Antigua's renowned sailing conditions — they were favorably impressed: "Unbelievably nice sailing conditions," said tactician Jeff Madrigali. "Everybody raves about Hawaii's great conditions, but this was even better!"

Although *Sayonara* smoked all challengers, navigator Mark Rudiger had his hands full: "Since the whole fleet was often



Antigua Sailing Week has long been the Caribbean's premier sailing event — and one of the top-rated regattas in the world. With five days of challenging racing off different sections of Antigua's coastline, daily post-race beach bashes and endless extra-curricular mischief, attending 'Race Week' at least once should be a goal on every sailor's

charter yachts, but over the years the entry rosters have become increasingly diverse in both boat type and nationality. Virtually every sailing publication in the world has covered the event at one time or another. But word of mouth probably keeps the regatta's momentum steamrolling along more than any other factor. When sun-

following us, there was a lot of pressure on us to find every mark and miss all the reefs!" Ellison had no ringers on board to share local knowledge, but he and his crew did practice for several days prior to Race One in order to familiarize themselves with local conditions and terrain.

When the N/M maxi *Falcon 2000*



# 30 YEARS OF MAGICAL MEMORIES

dropped her rig the day before the regatta, *Sayonara* lost her most formidable competitor in the 'Big Boat' class. Throughout the regatta none of her adversaries finished nearer than 3 ½ minutes behind her.

Some of the closest boat-for-boat racing, however, took place between the old IOR maxis like *Maxima*, *Longhorn* (ex-*Matador*), *Kialoa V* and *Kialoa III*. Jim Kilroy raced on the latter. Although older, *Kialoa III* (an S&S design) edged out her younger sister (a Frers). Considered the Pied Piper of the maxi owners by Antiguans, Kilroy is credited with making ASW a regular stop for maxis since the early '80s.

We're told the whole of Racing II finished within a minute of each other on day one.

Holmberg.

Jamie Dobbs of Antigua took Racing III with his Olson 30 *Lost Horizon II* (formerly *Rip Tide* when owned by yachting journalist Jol Byerly), after a closely contended battle against the J/27 *Magnificent Seven*, skippered by John Foster of St. Thomas, who's won virtually every Caribbean regatta at one time or another.

A former San Francisco boat came within inches of winning Racer/Cruiser II. One-time Bay Area sailor Alan Brugger was sure he had his class sewn up as he drove his Les Harlander-designed *Mirage* across the finish line of the final race. But he got no

disgruntled Antiguans in protest of the sale of tiny Antigua-owned Iguana Island to foreign investors. Regardless of the cause, though, the biggest complaint was that the race wasn't thrown out.

Although winds averaged 18-20 knots, conditions were substantially lighter than last

*As usual, the worst injuries occurred on the beach — from too much rum!*

year — which may account for the lack of carnage. Other than *Falcon*, there were no dismastings, man overboard drills or major wounds. As usual, the worst injuries occurred



LATITUDE ARCHIVES

But by the end of the week, however, former SORC winner *Titan* — Tom Hill's N/M 46 from Puerto Rico — won the class by a broad margin over long-time Antiguan rival *Caccia Alla Volpe*, skippered by Italian wildman Carlo Falcone and *Equation*, an R/P 50 from the US, driven by USVI Olympic silver medalist and A-Cup hopeful Peter

horn blast. Turns out *Mirage* had crossed the starting line early and her crew hadn't heard her call-back. (Rumors that their radio man was keel-hauled are unsubstantiated.)

Speaking of rumors. . . After a windward mark disappeared from its intended location in Race Five, the scuttlebutt was that it had been intentionally cut loose by some

on the beach — from too much rum! For serious racers, the infectious party spirit can be a real problem. One lady skipper got fed up with her crew's bacchanalian antics, and declared an ultimatum. Slamming down a bottle of rum next to a race program she demanded: "Choose one!" You guessed it, her crew went for the rum without hesitation



— and she quit the boat.

But as any Race Week veteran will tell you, "It ain't just about the racing!" A unique characteristic of this regatta is that post-race anchorages change from day to day. At each site, a beachfront hotel (or the Antigua YC) throws a grand beach party, where live bands serenade the fleet with electrified reggae and calypso or steel pan music. Some folks get a bit carried away, but hey, "Dis be de island, mon." And, besides, if you miss the last dinghy ride out to your boat, there's no shame in stretching out on a lounge chair and sleeping out under the stars — who needs a blanket when the nightly low is around 75°. Simply put, if you don't have a good time here. . . well, you might as well whack yourself in the head with a winch handle and end it all.

Counting the pre-regatta festivities, Race Week is truly a marathon of socializing and sailing. The 2 p.m.-to-2 a.m. beach parties provide ample time for new friends to become 'old friends' by the regatta's end. Participants come from around the Caribbean and around the world: well-paid



LATITUDEWANDERER

*Some things never change. Year after year, the 'stress' of racing brings out the animal instincts in regatta participants.*

professional crewmen, humble cruising sailors, yacht charterers and local Caribbean working stiffs who save and plan all year just to make the scene. Of those who fly in, rather than sail in, some rent elegant crewed yachts from Antigua's world-class charter fleet, while others hire bareboats that race in their own divisions, segmented from the spinnaker fleets. Still others arrive with

neither a boat nor a hotel reservation, hoping to catch a ride for the week — and many do. (When the regatta's over, this is also the premier time and place to catch a ride across the pond aboard a big, Mediterranean-bound charter boat.)

Actually, the only problem with the whole event is that once you catch Race Week fever you'll want to come back every year.

Will *Sayonara* make a return appearance? Perhaps. The consensus among crewmen we've talked to is that Ellison had a blast. He steered about 90% of the time in preparation for *Sayonara's* imminent campaign in Europe where owner/driver rules are the norm. Rumor has it that if members of the maxi yacht association decide not to do the Kenwood Cup next year, *Sayonara* and a covey of her hottest competitors might make tracks to Antigua instead!

For the full scoop on Antigua Sailing Week, check out the event's web sight at [www.antol.ag/comunity/asw/index.html-ssi](http://www.antol.ag/comunity/asw/index.html-ssi) — you can even sign up for next year's regatta online. Traditionalists can write to: Secretary, ASW, P.O. Box 2035, St. John's, Antigua W.I. or call (268) 462-8872.

*latitude/aet*



# OPEN HOUSE

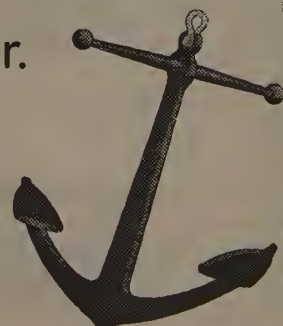
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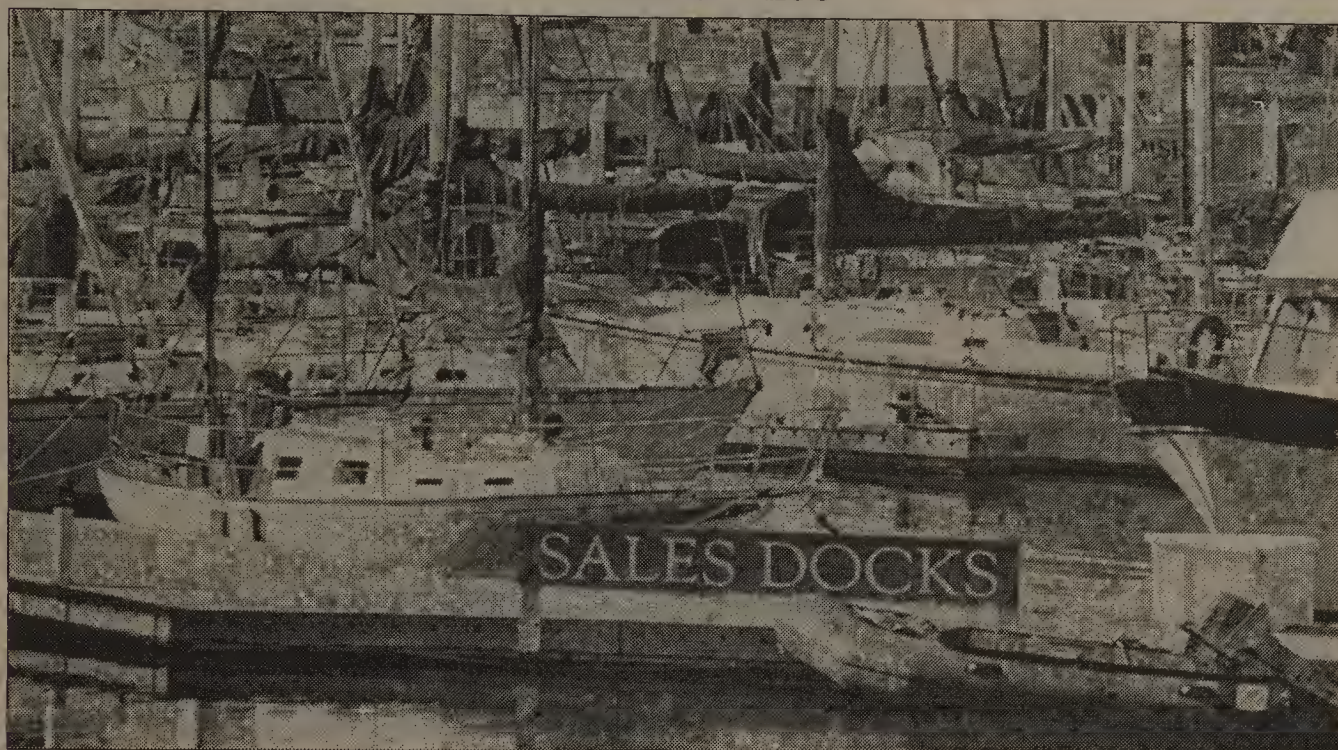
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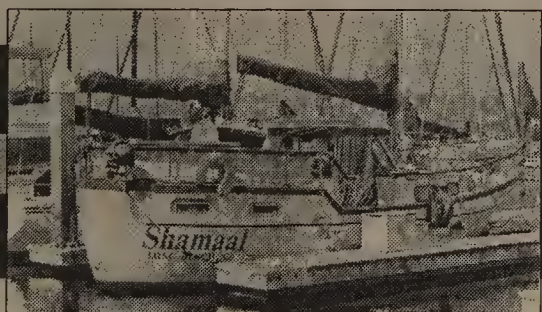
## FOR BUSINESS



Whether buying or selling, the sales docks of Marina Village brokers is where the action is the second weekend of *every* month.

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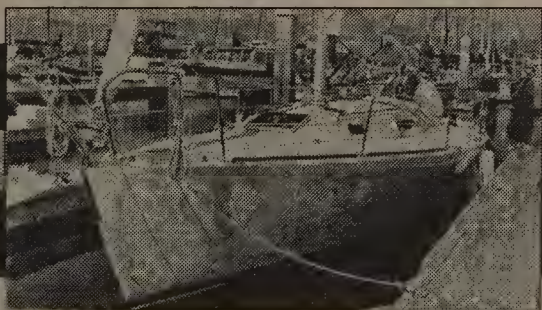
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# HOLIDAY

People have been telling us where to go for years. So we thought it was about time to get even. Especially with so great a holiday as the Fourth of July coming up. Not only is this weekend one of the most potentially entertaining if you're into pyrotechnics,

to this anchorage, we recommend leaving as early as possible in the morning, preferably on an ebb. Motor until the wind comes up,

*Want to test your ground tackle  
and your self-sufficiency in a remote and beautiful  
bay that seems a million miles away. . . ?*

it's also the first three-day weekend to officially occur this summer, which means stock futures in sunblock and charcoal lighter go through the stratosphere. And hey, for those of you with more than one red, white and blue corpuscle left in your body, this is one weekend when it's still politically permissible to look up at the 'bombs bursting in air' and invoke George Patton: "God help me. I do love it so."

What you'll particularly love about the following list of holiday destinations is that they're all 'doable' in three days, and they run the gamut from desolate and close to nature, to one place where you can watch no fewer than four fireworks shows at the same time. ('Nam vets are advised to avoid this one.) In between, there's opportunity for a little of everything for the discriminating weekend warrior — adventure, camaraderie, quality time spent with family and friends, some good sailing downwind, some probably not so good motoring upwind and, finally, a big smile to take back to the office wars on Monday morning.

As with most *Latitude* guides, there's little rhyme or reason to the following destinations, except that they're all within a few hours' sail from the main Bay. Call them the 'editor's picks' if you want, because when we dreamed up the idea, three of us each picked three personal favorites. We drew the line at the Delta, since we're planning a full feature on that next month, and the main Bay — hey, you want adventure you gotta go farther than the dock at Sam's, fer cryssake.

As for all the cool places we've left out, that's why sequels were invented — not, as you probably thought, to make Sylvester Stallone his fortune. Send us in your version of the perfect three-day weekend and we'll be happy to compile the reports into Part II.

**Drake's Bay** — Want to test your ground tackle and your self-sufficiency in a remote and beautiful bay that seems like a million miles from the bustle of the Bay Area? Look no further than 25 miles north of the Golden Gate, where you'll discover delightful Drake's Bay.

Because it's generally a long upwind slog

heading straight up the scenic Marin shoreline. Hopefully, you'll arrive at Drake's Bay in the early afternoon, in plenty of time to dig the hook in, play in the dink, go fishing or head ashore for a walk. Warning: it's almost always windy up here, and the natural tendency is to head under the bluffs for maximum protection. When the tide goes out, however, you'll find yourself aground if you've gotten too greedy. The fishing boats, who know better, always anchor farther down the beach.

There are no shore facilities here and not much to do except what cruisers do best: putter around on the boat, read a book, or just relax and maybe ponder what it was like here 416 years ago when Sir Francis Drake breezed though. When you do feel like heading home after a day or two, it's a fine afternoon's sail back down the coast with the wind at your back. Be sure to avoid the Potato Patch on your way in the Gate! If you want to make a longer day of it, we suggest departing Drake's Bay after breakfast and leaving the Farallon Islands to port on your way home. It's a long sail — about 45 miles — but it's all reaching and running. If you've never seen this barren and remote island, Drake's Bay is the perfect launching pad for the adventure.

**Vallejo/Napa River** — This is one of our favorite getaway destinations. The formula for a winning weekend goes something like this: Slip out of work a little early, and try to be sailing toward Vallejo by mid-afternoon. It's less than 20 miles from the Central Bay, and with the normal westerly this trip is a wonderful downwind run. Take your shirt off, pop open a beer, and enjoy the ride! Unless it's max ebb, you should arrive at either the Vallejo YC or the Vallejo Marina well before dark. Arrangements for overnight accommodations at both locations are easy to come by, but calling ahead is always advisable. The yacht club facilities are generally free to reciprocating yacht club members, while the municipal marina offers very reasonable nightly rates (\$11 for boats under 36 feet; \$16 for bigger boats). Local restaurants serve dinner, as well as breakfast the next morning.

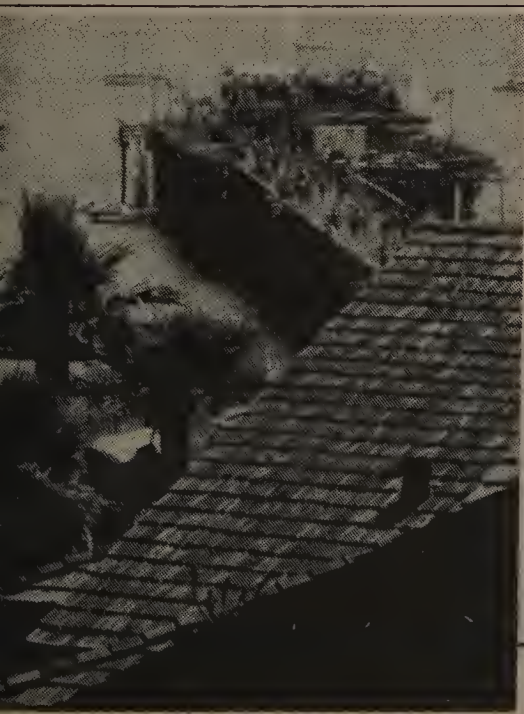
After a leisurely morning, head north up the Napa River. This scenic but occasionally shallow river meanders around for about 15 miles before dead-ending in a turning basin a few miles south of the town of Napa. We like to cruise downwind until we run out of river, then motor back a few miles upwind to the vicinity of Horseshoe Bend. Don't anchor in the Bend itself, as it is a mudbank at low tide. The best place to anchor is alongside the west bank of the river in the several-mile stretch south of the Bend and north of the Napa Valley Marina. We usually tie the bow line to a fallen tree, then throw the anchor off the stern. Be sure to display an anchor light — more than once, we've been rudely awakened at weird hours by

*From land or sea, Capitola evokes a Mediterranean feel. Be sure to call ahead for a mooring.*





# DESTINATIONS



barges heading out from the nearby cement factory.

Though the water's not as fresh as the Delta, the swimming is great here, so bring all the water toys. An inflatable dinghy, a sun awning and a barbecue pit will also enhance the quality of life on the river. We've never done it, but we understand that you can take your dinghy all the way to downtown Napa, the center of the wine country universe. If you hang out on the river for several days, you may need to resupply at the nearby Napa Valley Marina, which stocks ice, beer

and other essential supplies. They also offer transient berths for 40 cents a foot per night.

When it's time to leave this peaceful retreat, we usually appoint a 'designated driver' to get up at sunrise and motor the still sleeping crew down river to Vallejo. We did this one misty Sunday morning while sipping coffee and listening to Handel's "Water Music" — and damn near had a religious experience. Stop at Vallejo just long enough to grab a shower, breakfast and whatever you need at the local 7-11. But don't dawdle! Try to hit the road home no later than noon — when the afternoon breeze kicks in, sailing upwind in San Pablo Bay can get pretty bouncy!

**Benicia/Martinez** — Of the several 'gate-way to the Delta' harbors, Benicia and Martinez have long been favorites of ours. Located on opposite shores of the Carquinez Strait, they offer similar blends of charm and 'northern' hospitality. Both also offer full facilities, as well as walking-distance proximity to local restaurants and shops. And getting there is half the fun: just put up the downwind sails, slather on the sunblock and kick back for about 25 miles.

Benicia Marina is the newer of the two — it's only been there a decade or so — and still has a 'fresh, clean' feeling about it. Although usually chockablock with regular tenants, there are berths and/or side-ties available. Overnight fees run \$10 to \$25, depending on length, with an additional \$20 key deposit for the gates and restrooms if you luck into a berth. Be forewarned that more popular weekends find the marina full to overflowing, so always call ahead to (707) 745-2628.

As counterpoint to the marina, the town of Benicia dates from the 1850s, when it served briefly as the first capitol of California. The old-timey feeling of the downtown streets, right down to covered sidewalks in certain areas, has happily been retained.

Martinez Marina also evokes the charm of an era gone by — particularly in its wide selection of antique shops. (So if you cruise up there with your wife, be sure to bring the big boat.) Restaurants, hiking trails, full facilities, even a playground for kids are all right there. Overnight fees, again depending on boatlength, run from \$6 to \$10 per night. Unfortunately, Martinez is suffering a bit of a silting problem this spring. So until dredging happens (soon, we're assured), call ahead to 510-313-0942 to make sure your keelboat can be accommodated.

Several local events in each town draw the crowds over the summer, but perhaps the biggest for both Benicia and Martinez is the Fourth of July. From either location, you'll be able to witness up to four consecutive fireworks shows originating in Martinez,



# HOLIDAY

Vallejo, Benicia and Marine World. Talk about the rockets' red glare! We hear it's the best aerial spectacular this side of *Independence Day*.

Coming home — what can we tell you? Getting home from anywhere on the Delta is usually as hideous a prospect as getting there is delightful. The wind will be on the nose and strong the whole way, so our advice is to save the sails, put the pedal the medal and just grin and bear it. To avoid the worst of it, plan to start back really early and on an ebb.

**Pillar Point (Half Moon Bay)** — Whenever people ask us how to 'start ocean cruising', we almost always have the same three-word answer: Half Moon Bay. It's close — 25 miles — it's downwind, it's a *bona fide* 'ocean passage', and last but not least, it's such a cool destination that we'd go there if it was 100 miles away. We suggest a leisurely departure — hey, this is cruising, remember? — in late morning which, unless you're sailing a converted El Toro, will get you there in plenty of time to tie up, clean up and sidle up to any of a handful of excellent restaurants. The eateries of the 'Princeville Triangle' are especially popular with visitors. If you like fresh seafood, it doesn't get any better. (Want to 'roll your own' sushi? You can usually buy the catch of the day right off the pier as the commercial boats come in.)

Transient yachts can tie up at the Pillar Point Marina for 40 cents per foot per night, with a 30-foot minimum, which sounds suspiciously like \$12. If you really want to 'rough it', you can always anchor out for no charge and dinghy in to the ample dinghy dock. The marina offers full facilities to visitors. You can also anchor off the Half Moon Bay YC down the beach from the marina, where there's always lots of fun stuff going on during the summer. The only time not recommended to visit is during salmon season in May when the harbor is full of fishing boats. Things should be returning to normal now.

The approach to Pillar Point from the north will test navigation skills new or old.

nothing for it but to tuck in and run for home. To avoid bashing head-on into the westerly and *really* wondering if the cruising life is for you, do a little planning ahead with the tidebook. Most of the time, if you leave at dawn, you can usually power back into the Bay before the wind machine gets really cranking.

**Redwood City** — In a way, the waters inside the Golden Gate are a lot like the human brain — only about 10% of it ever gets used. While the main Bay and Delta are dotted with a confetti of sails on your average summer weekend, vast areas of San Pablo Bay and the South Bay are like watery wastelands.

Down around the cerebellum of the Bay is the watery oasis of Redwood City, a large, modern harbor, off the beaten track but with a variety of attractions including haulout facilities, the Sequoia YC, a sailing school/charter company, restaurants, picnic areas — and the Malibu Grand Prix track, where you can test your race car skills in miniature Formula 1 cars. The nearby salt drying ponds give the area its famous mountain-of-salt landmark.

As this was written, Redwood City Marina was completely full of boats, due to the fact that a runaway salt barge had clobbered the Redwood City Sailing Center, which is around the corner, and all the boats had been moved to the City Marina until repairs are completed.

Still, slips do come available when regular tenants take their own mini-cruises. They run 50 cents a foot for the night. For the latest on what's available, call the Redwood City harbormaster at (415) 383-1390.

**Petaluma** — Hundreds of boats make pilgrimages to the Sacramento River Delta each summer, but relatively few consider weekending on the ol' Petaluma River, once



need to stay smack dab in the middle of the channel if you want to keep your keel out of the mud.

Just past the river mouth, you'll see the high arch of the Highway 37 bridge. Port Sonoma Marina lies along the eastern shore, but it's unfortunately heavily silted in at this writing, so give it a pass.

Once under the bridge, the river snakes up the broad Petaluma Valley through golden fields of grazing land. Although Highway 101 parallels the river a few miles away, traveling on the water here is utterly quiet and peaceful — there's very little traffic. Some days you can sail quite a ways up river, but be prepared to crank up your auxiliary on short notice, as there's little room for short tacking if a bend in the river suddenly leaves you with wind on the nose.

There's zero development for the first few miles, but a little ways south of town you'll come to a rustically charming little cluster of docks and dockside buildings called Gilardi's Marina. The phone number is (707) 763-7555, but there's no need to call ahead. Just pull up to a side tie and make yourself at home. Eventually, you'll run into Russell Gilardi who'll charge a whopping \$7 per night. Amenities aren't fancy at the dock, although there is a head and electricity, but

*Believe it or not, Petaluma's Victorian downtown quarter is one of the most hap'nin party towns in the Bay Area.*

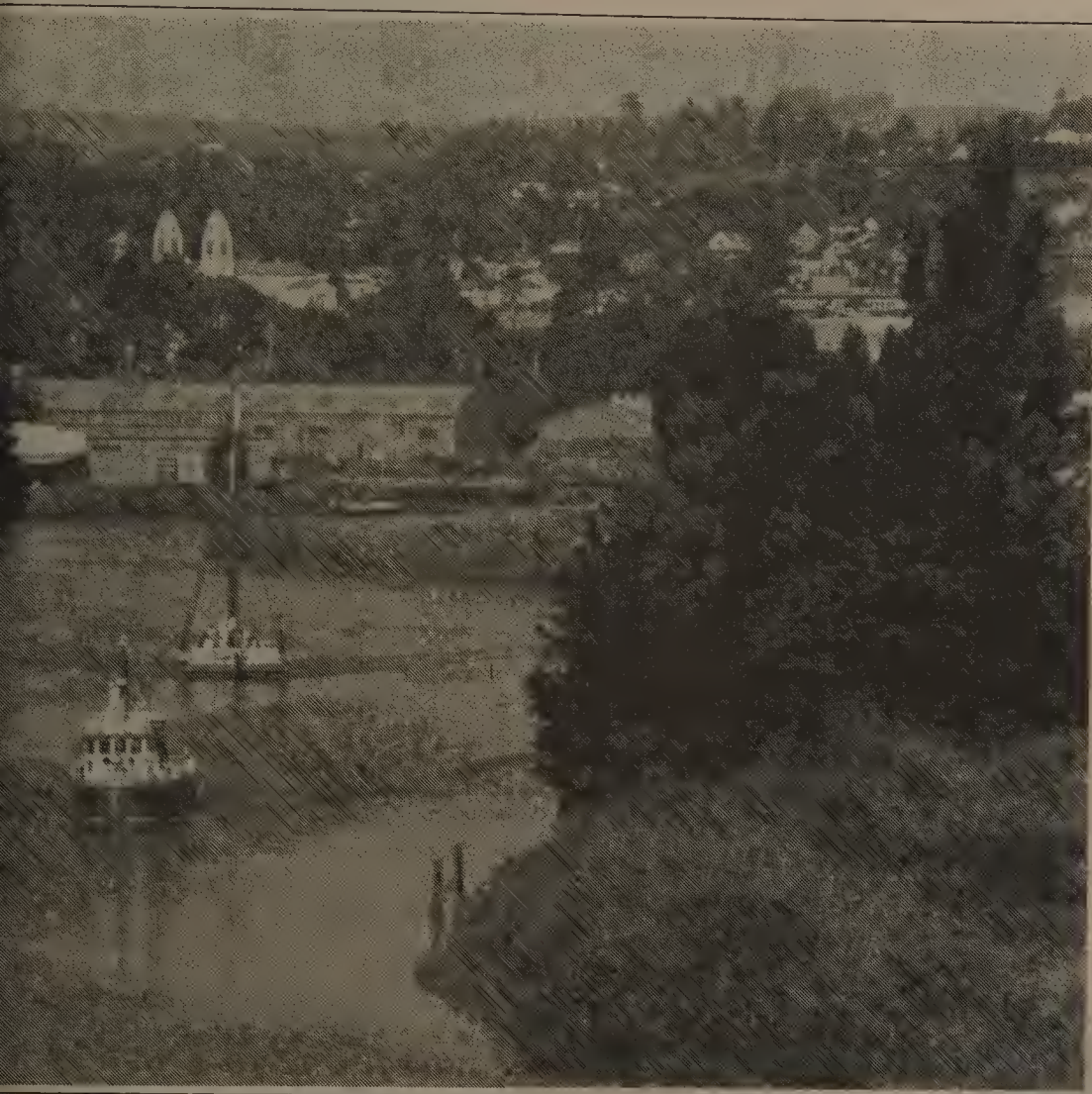
Make sure you have the latest version of chart 18682 and use it religiously when coming in. Many a boat trying to 'cut the corner' has learned the hard way why the buoys are where they are. If you get confused, the Pillar Point Harbormaster and his staff are used to talking first timers in over VHF.

When the honeymoon's over, there's

an important maritime artery for North Bay agri-products. An opportunity to explore the historic river town of Petaluma will be your reward for making the trip.

About 12 miles north of the Central Bay, the muddy Petaluma River spills into the northeast quadrant of San Pablo Bay. Like other river channels off the San Pablo, you'll





*The Petaluma River may not be quite as lovely as the French canals, but it's well worth the trip.*

Papa's Restaurant just a stone's throw away is a great spot for sunset cocktails or an authentic Greek dinner. And don't forget the belly dancer on Saturdays and Sundays!

Although it's a delightfully peaceful spot the way it is today, at the turn of the century this spot — then called Donohue's Landing — was bustling with traffic. In the absence of a highway, scow schooners offloaded passengers and cargo from southern ports and were then reloaded with hay and farm produce for their return trips. There was also a northbound rail-head here and a sizeable hotel!

The river narrows during the final five miles up to Petaluma. As you approach the Highway 101 bridge you'll notice the recently built, full-service Petaluma Marina off to starboard, (707) 778-4489. But assuming you'll be ready to sample the local nightlife, we suggest you continue on to the historic turning basin in the heart of town. In order to enter the basin you'll need to arrange for the 'D' Street bridge to be lifted by calling (707) 778-4395 (daytime) or by VHF channel 9. If neither of those work, try them on their cellular at (707) 778-4489.

Give at least four hours notice if entering between 6 a.m. and 6 p.m., and 24 hours notice if entering after hours.

Lighted side-tie docks with water and electricity are operated by the City of Petaluma at \$10 per night. Believe it or not, Petaluma's Victorian downtown quarter is one of the most hap'nin party towns in the Bay Area. Within three blocks of the docks are nearly a dozen excellent restaurants and nightspots — most of which have little or no cover charge. Kodiak Jack's is the spot for country line dancing, Buona Sera and Graziano's are great for Italian food, Dempsey's Ale House is the spot for micro-brews, while the dockside Apple Box is superb for morning lattes and chocolate croissants.

The center of action day or night, though, is the ornate two-story bar, restaurant and nightclub called McNear's. Outside, a barbecue sizzles with fresh-caught oysters adjacent to open-air dining tables; inside there's a game room, restaurant and sports bar that now has direct access into the old Mystic Theater, where you can dance to blues, cajun or rock and roll on weekend nights. When you're partied out, just saunter back to your boat, a short block away.

Oh, the return trip? Just read this section backwards.

**Monterey/Carmel** — Okay, you really need more than a long weekend to truly savor the Monterey/Carmel area — but we've included it anyway for you more ambitious types. We recommend leaving the Bay at sunrise, hopefully on an ebb, and motoring down the coast at warp speed. When the wind eventually pipes up, toss up the sails and hold on! If it's a nice day and you're having fun, avoid the temptation of stopping at Half Moon Bay or Santa Cruz, as you'll probably duck into both places on the way home. For racers, two 'feeder races' to the Monterey Bay cruising grounds are coming up: the Boreas Race to Moss Landing on July 4, and the Windjammers Race to Santa Cruz on August 29.

From the Bay to Monterey is about 90 miles, so if you do it in a straight shot, it will probably be dark when you pull in. No problem, this is an easy, well-lit harbor to figure out. Either grab a berth at the friendly Monterey Peninsula YC or at the city-owned Monterey Marina (\$12 to \$24 a night depending on size). A third option is Breakwater Cover Marina, a small private marina that is slightly more expensive to stay at.

Cannery Row is stuffed with good restaurants and tourist attractions, notably the excellent Monterey Aquarium. With every possible amenity just a stone's throw from the harbor, it's easy to linger in this deliciously mellow place. Carmel — actually Stillwater Cove — also beckons, just eight miles around the corner to the south. But the truth be told, we've never been there. What can you readers tell us about it?

Getting home from the Monterey Peninsula can be a chore. Once again, we suggest leaving at daybreak and making tracks north before the afternoon breeze begins to howl. If you have the time, do it in three legs with overnight stops at Santa Cruz (a bit over 20 miles from Monterey) and Half Moon Bay (about 40 miles from Santa Cruz). First-timers, and even many experienced cruisers, will often 'buddy boat' these offshore legs.

**Santa Cruz & Capitola** — With the above cautions in mind, a slightly less ambitious three-day jaunt would be to take in only Santa Cruz and Capitola.

Again, at about 70 miles it's a long haul even with the wind at your back, so get started motorsailing early, and with any luck you'll arrive by early afternoon. Once you round the famous surf spot Steamer Lane off Santa Cruz Point, you'll be in sheltered waters with moderate swells. For the young at heart, anchoring right in front of the famous Santa Cruz boardwalk is tempting, but we can guarantee your nights will be roly. Nevertheless, lingering in this area has it's advantages: The municipal pier, which is



# HOLIDAY DESTINATIONS

lined with excellent seafood restaurants, has good dinghy access, the bay is great for boardsailing and Cowell Beach is ideal of neophyte surfers.

The best idea for a peaceful night's sleep is to grab a slip at Santa Cruz Yacht Harbor

can walk to a half-dozen restaurants from the docks or even down to the boardwalk. But the new high-speed Sea Rocket shuttle ride

moorings.

No dinghy? No problem. The shop operates a launch service from 6 a.m. to 8 p.m. for a dollar a pop.

Once an enclave of summer cottages for wealthy San Franciscans, the village today is a busy assemblage of boutiques, bars and restaurants. You needn't go far to find good food and entertainment — The Wharf House, Zelda's and Margaritaville are a few of the ones we can recommend. For a truly elegant meal try the renowned Shadowbrook Restaurant, a few blocks away up the Soquel River. On the beach you'll find the laid-back local hard-bodies playing volleyball, throwing frisbees and soaking up rays. Wear dark glasses so your mate can't see you ogling.

Again, the bad news is it's a long windward trip to get back to the Bay Area, so force yourself to set out at the crack of dawn. On the other hand, as long as you've come this far perhaps you should just keep heading south with the wind at your back. . .

— latitude 38

*Wear dark glasses so  
your mate can't see you ogling.*

just down the coast. The breakwater entrance now has plenty of depth, and you'll find the harbormaster — (408) 475-6161 or VHF 9 or 16 — at the head of the launch ramp to starboard. He doesn't take reservations, but he doesn't turn anyone away, either! Guests docks are 60¢/foot per night, which includes electricity and water.

There's a wonderful beach adjacent to the harbor with volleyball nets and fire pits. O'Neill's original dive shop is here if you're in the mood to experience the Monterey Marine Sanctuary's underwater world. You

between the boardwalk, the harbor and Capitola sounds like a lot more fun!

The next day's stop would be the quaint little town of Capitola, which somewhat resembles a Mediterranean village when approached from the sea. There's no marina here, but you can tie to one of 36 public moorings available through Capitola Boat and Bait, a shop on the pier. Call ahead to (408) 462-2208 to reserve one or upon your approach, via VHF 11. Cost is \$7 per day; \$12 for overnights, but take note that you must show proof of insurance to use these



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# VALLEJO RACE '97

**W**e're not exactly into astrology, and don't believe that crop circles are the result of bored aliens doodling. But we do believe it's more than coincidence that the annual Vallejo Race is sandwiched between two other epic party events, SoCal's Ensenada Race the previous weekend, and then San Francisco's goofball 'run', the Bay to Breakers.

Yeah, we know it's the time of year when all kinds of zany 'rites of spring' stuff happens, but there's more to it than that. Some kind of deep, genetic memory thing, perhaps. How else can you explain thousands upon thousands of people getting half naked and half crazy, migrating *en masse* with other half naked people to places where they generally get even more naked and fully crazy? Watch the Discovery Channel, people — it's lemmings without the cliff!

Oh sure, some — perhaps even many — Vallejo racers come to the event "serious" about winning their classes. Just like some Bay to Breakers participants actually try to *run* the thing. Hahahahaha. For both the serious and not-so-serious, this year's Vallejo classic was better than usual in the breeze department, as the wind never shut down even in 'dead man's curve' — the stretch from the Richmond Bridge to the Brothers.

Three hundred boats and as many as 2,000 sailors came, they saw, and they partied at host Vallejo YC this year — again, for no known biological reason beyond it's just what Bay Area sailors do in early May. Two bands played, everyone danced, zillions of cocktails were consumed, and by the time Cinderella had to split, everyone — including us — was way beyond thinking about the social implications of the whole ritual.

Altogether, it was a great weekend — and a fine way to kick off the '97 summer racing season. That's genetic memory enough for us.

*Running with the big dogs (l to r): 'Bushwacker', 'Swiftsure II' and 'Morning Glory' lead the parade to V-town.*





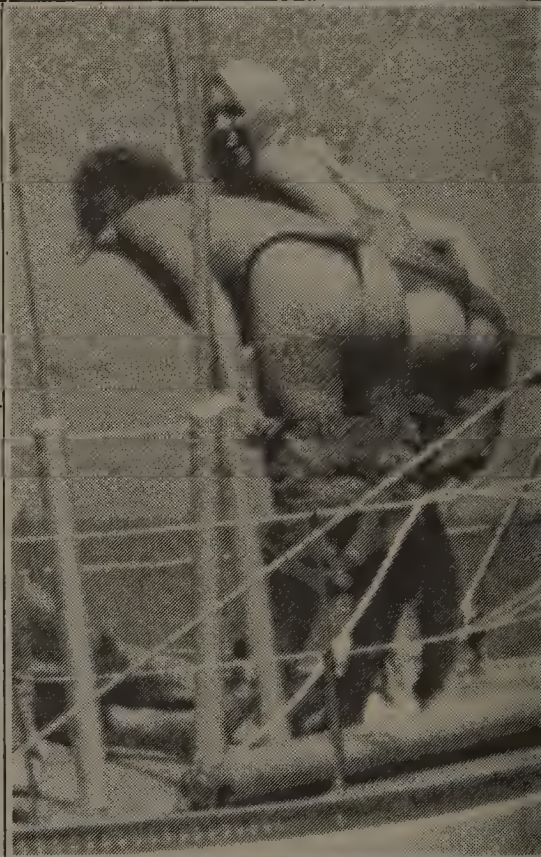
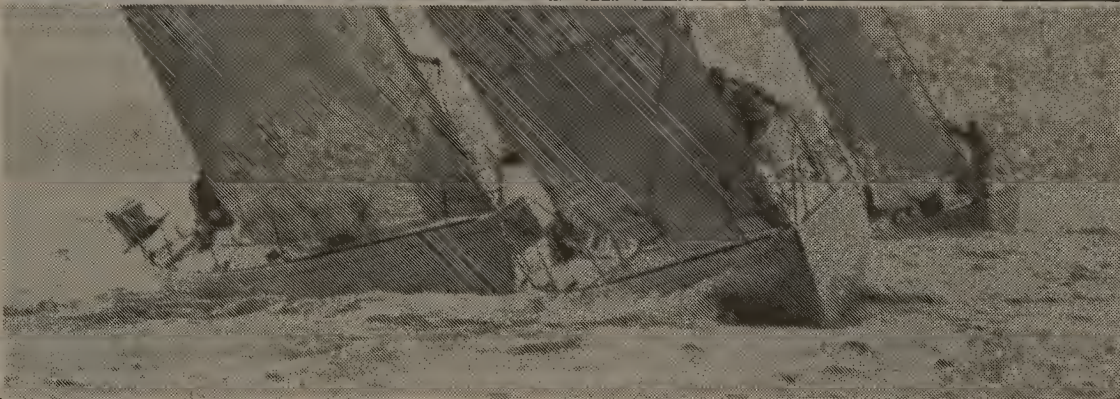
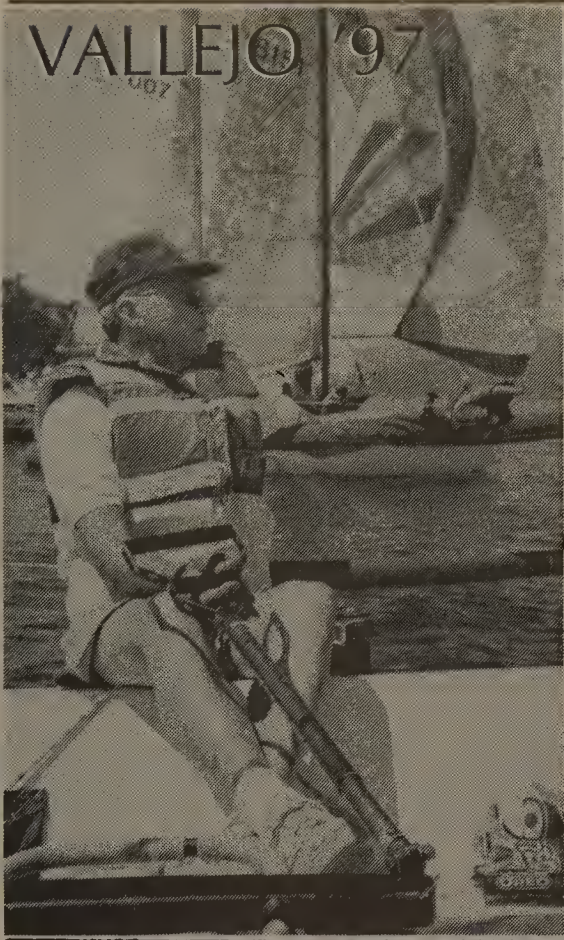
# — THE SOFT PARADE





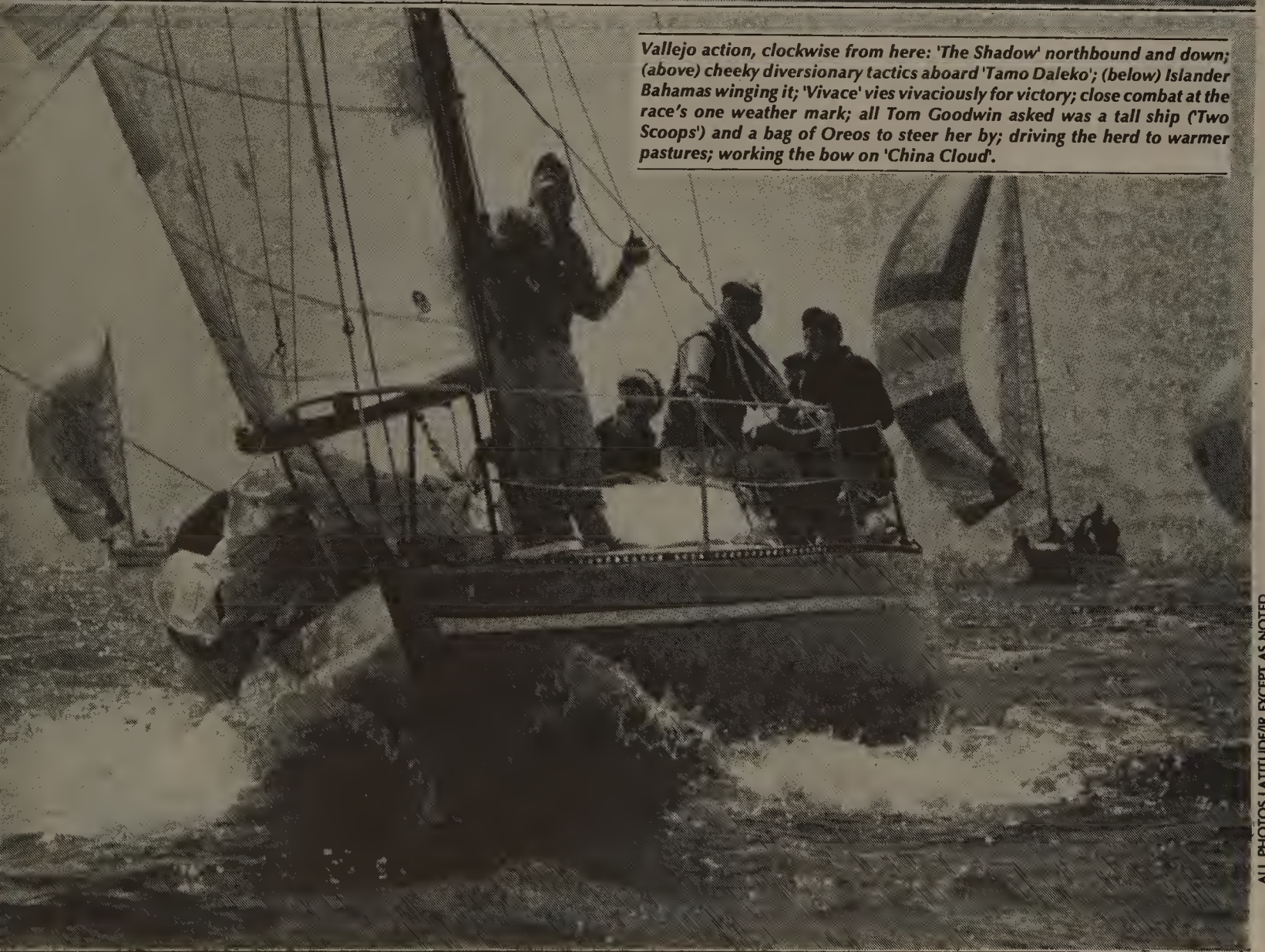
# VALLEJO '97

LATITUDE/CHRIS





# THE SOFT PARADE



*Vallejo action, clockwise from here: 'The Shadow' northbound and down; (above) cheeky diversionary tactics aboard 'Tamo Daleko'; (below) Islander Bahamas winging it; 'Vivace' vies vivaciously for victory; close combat at the race's one weather mark; all Tom Goodwin asked was a tall ship ('Two Scoops') and a bag of Oreos to steer her by; driving the herd to warmer pastures; working the bow on 'China Cloud'.*

ALL PHOTOS LATITUDE/R EXCEPT AS NOTED



# VALLEJO RACE '97

## RESULTS

**DIV. F (multihulls) —** 1) Freedom, O-Class, Bill Erkelens, Sr., 1.5 points; 2) Erin, Antrim 30+, Dan Buhler, 5; 3) Beowulf, Custom Cat, Alan O'Driscoll, 6. (9 boats)

**DIV. G (0-78) —** 1) Swiftsure II, Schumacher 54, Sy Kleinman, 6 points; 2) Morning Glory, R/P 50, Hasso Plattner, 9; 3) (tie) Bushwacker, J/160, Harry Smith, and Jack Rabbit, N/M 39, The Liggetts, and Peregrine, Mumm 30, David Thomson, 10; 6) Blue Chip, Mumm 36, Walt Logan, 11.75; 7) Dolphin Dance, SC 50, Dave Sallows, 14.75. (30 boats)

**DIV. H (79-111) —** 1) Ozone, Olson 34, The Bauers, 3.75 points; 2) Rocknante, Express 34, Rob Magoon, 5.75; 3) Two Scoops, Express 34, Tom Goodwin/Chris Longaker, 6; 4) Family Hour, Olson 30, The Bilafers, 9; 5) (tie) Arch Angel, Antrim 27, Bryce Griffith, and Bloom County, Mancebo 31, The Ondrys, 13. (21 boats)

**DIV. J (114-129) —** 1) Ixis, Olson 911-S, Ed Durbin, 4 points; 2) Paladin, SO 33, Dean Daniels, 11; 3) Fat Bob, Catalina 38, Robert Lugani, 12; 4) Scoop, Wylie 34, The Clarkes, 13. (15 boats)

**DIV. K (132-174, heavy) —** 1) The Shadow, Mull 30, Pieler DeVries, 5.75 points; 2) (tie) It's Jazz, Ranger 33, Ben Mawes, and Mintaka, C&C 36, Gerry Brown, 6; 4) Jane Doe, Olson 911-S, Bob Izmarian, 7; 5) Freewind, Cal 9.2, The Lessleys, 11; 6) Warwhoop, Confessa 33, Chuck Hooper, 12; 7) Blue Max, Dehler 34, The Freelandts, 14; 8) Chorus, Kellenburg 38, Peter English, 17. (28 boats)

**DIV. L (132-174, light) —** 1) Animal Farm, Wylie 28, Hans Biggall, 3.75 points; 2) Chesapeake, Merit 25, Jim Fair, 6; 3) Bloodvessel, B-25, Margaret Gokey, 6.75; 4) Twilight Zone, Merit 25, Paul Kamen, 9. (14 boats)

**DIV. M (177-up) —** 1) Tallman Banana, J/22, Gary Albright, 1.5 points; 2) Latin Lass, Catalina 27, Bill Chapman, 8; 3) Antares, Islander 30 Mk. II, Larry Telford, 9; 4) Current Asset, Islander 30 Mk. II, The Bowens, 12; 5) Skol, International Folkboat, Michael Conner, 15; 6) Nebfina, Cal 28, Hans Carter, 16. (24 boats)

**11-METRE —** 1) Toxic Tuna, Rick Schult, 4 points; 2) (tie) Ronstan, Mike Baliani, and Blue Dog, Ed Sport/Tim Wells, 4.75. (5 boats)



*Setting the kite on 'Lochan Ora', one of two maneuvers bowmen had to do all weekend — okay, three if they jibed.*

**ARIEL/ISLANDER BAHAMA —** 1) (tie) Pathfinder, Ariel, Ed Ekets, and Jubilee, Ariel, Don Morrison, 2.75 points; 3) Goose, IB-24, Bud Cohen, 6. (6 boats)

**CAL 2-27 —** 1) Splash, Don Walder, 2.75 points; 2) Temptation, Rollye Wiskerson, 3.75. (4 boats)

**CAL 29 —** 1) Boog-A-Lo, Nancy Rogers, 2.75 points; 2) Bluejacket, Bill & Holly O'Connor, 5; 3) Cognac, Don Jenkins, 7. (6 boats)

**CATALINA 30 —** 1) Irish Lady, Dennis Mahoney, 4 points; 2) (tie) Friday's Eagle, Mark Hecht, and Eurydice, Ken O'Donnell, 7. (9 boats)

**COLUMBIA CHALLENGER —** 1) Murphy's Law, Bill Murphy, 2.75 points; 2) Freebird, Liam O'Flaherty, 3.75. (4 boats)

**ETCHELLS —** 1) Air Tuna, Jim Gregory, 1.5 points; 2) Three Amigos, Brian Berger, 5. (3 boats)

**EXPRESS 27 —** 1) Sonita, Craig Page, 5 points; 2) Motorcycle Irene, Will Paxton/Jay Lambotte, 8; 3) (tie) Baffett, Tom Baffico/Forest Baskett, and Dianne, Stephen Hodges, 11; 5) Abigail Morgan, Ron Kell, 15; 6) (tie) To Infinity and Beyond, Fred Voss, and Pacific High, Stan Clark, 19. (21 boats)

**EXPRESS 37 —** 1) Eclipse, Mark Dowdy, 1.5 points; 2) Spindrift V, The Wrights, 5. (5 boats)

**FOLKBOAT —** 1) (tie) Thea, Tom Reed, and

Poiperro, Peter Jeal, 2.75 points. (3 boats)

**HAWKFARM —** 1) El Gavilan, Nash Family, 4.75 points; 2) (tie) Notorious, James Hirano, and Roadhouse Blues, Torben Bantzen, 6. (7 boats)

**ISLANDER 36 —** 1) (tie) Absolute, Steve Schneider, and Windwalker, Richard Shoenhair, 2.75 points; 3) Altair, Michael Bowes, 7. (6 boats)

**J/24 —** 1) (tie) Ughl, Brian & Pamela Pace, and Jam Jam, Neal Ruxton, 2.75 points. (4 boats)

**J/29 —** 1) Advantage II, Pat Benedict, 1.5 points; 2) J-Spot, Max Fancher, 4; 3) Aqua Boogie, The Hollands, 7. (6 boats)

**J/35 —** 1) Jarlen, Bob Bloom, 1.5 points; 2) Major Damage, Dave Wilson, 5. (5 boats)

**J/105 —** 1) (tie) Bella Rosa, Dave Tambellini, and Limeight, Harry Blake, 2.75 points; 3) Ultimatum, Vince D'Amore, 8. (8 boats)

**MELGES 24 —** 1) Double Pucker, David Wadbrook, 2.75 points; 2) Holy Sheet!, Robert Dreyer, 3.75. (5 boats)

**NEWPORT 30 —** 1) Topgallant, Frank Hinman, 1.5 points; 2) Ruckus, Paul Von Wiedenfeld, 5; 3) Harry, Dick Aronoff, 6. (10 boats)

**OLSON 25 —** 1) Barking Dog, Jeffrey Kroeber, 1.5 points; 2) Outbound, Bill Blosen, 6; 3) (tie) Three Ring Circus, Dave McMurtry, and Honey's Money, Jay Aiken, 8. (9 boats)

**OLSON 30 —** 1) White Knuckles, Dan Benjamin, 1.5 points; 2) Speedy Gonzales, David Carrel, 4. (4 boats)

**RANGER 23 —** 1) Impossible, Gary Kneeland, 1.5 points; 2) Kinship, Ken Frost, Jr., 5. (4 boats)

**SANTANA 22 —** 1) (tie) Soliton, Mark Lowry, and Shazam!, Bud Sandkulla, 2.75 points; 3) Go Dog Go, Bill Vanderslice, 7. (9 boats)

**SANTANA 35 —** 1) Wide Load, Bruce Wilcox, 1.5 points; 2) Ice Nine, Brendan Busch, 4. (4 boats)

**TRITON —** 1) (tie) Dogstar, Larry Suter, and Bolero, Ely Gilliam, 4.75 points; 3) (tie) Captain Hooke, Tom Newton, and Sleepy Head, Ross Taff, 5. (6 boats)

**198 RATERS —** 1) MyToy, Ranger 26, Dave Adams, 5 points; 2) White Satin, Catalina 27, Steve Reinhart, 5.75; 3) Star Ranger, Ranger 26, Simon James, 6. (10 boats)

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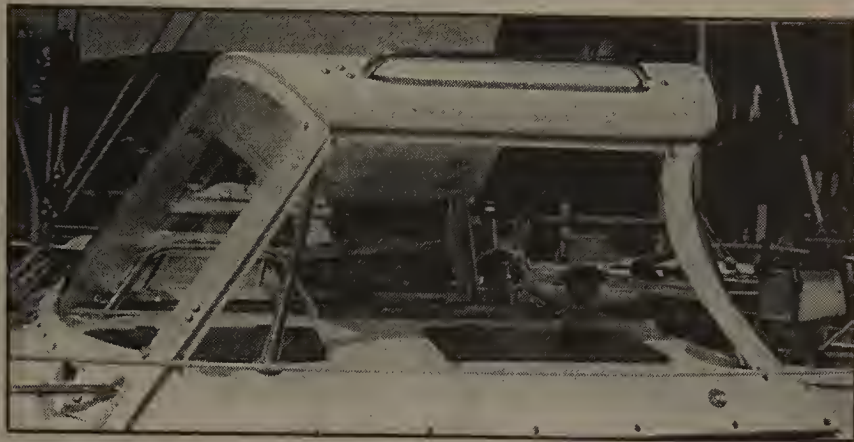


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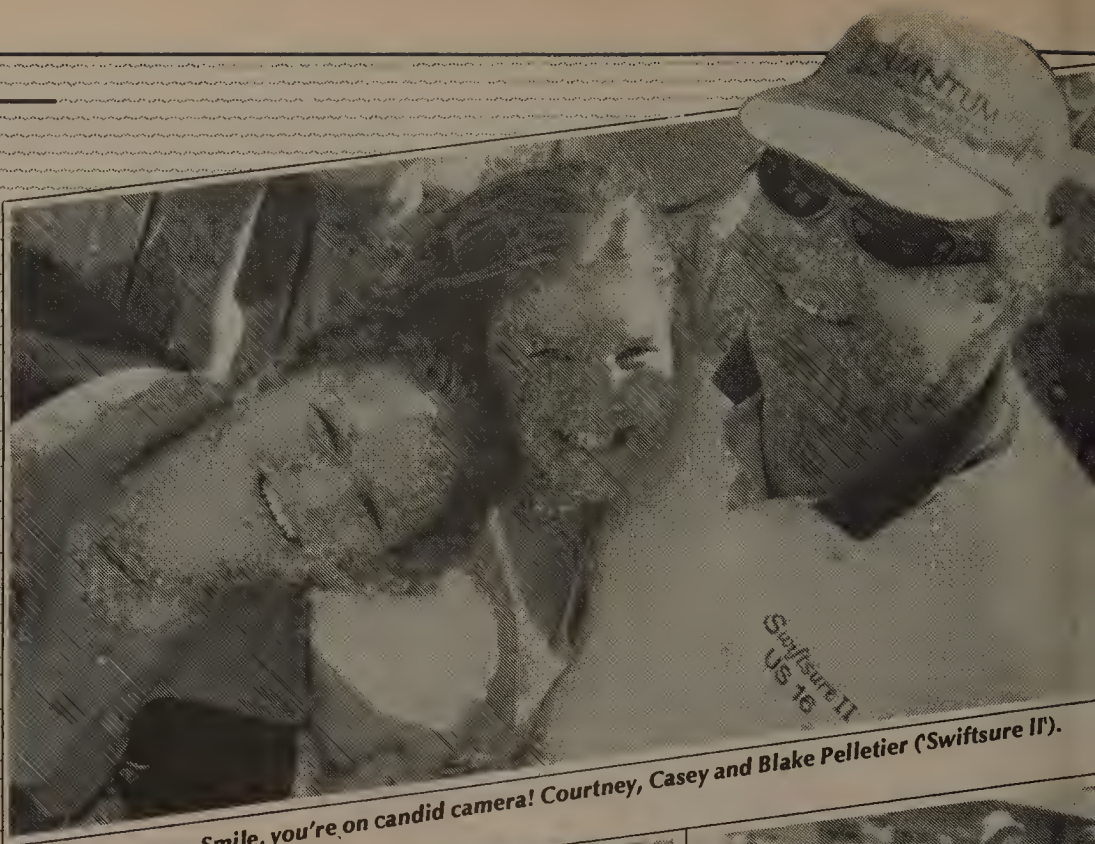


# VALLEJO PARTY

Top finishers of the Vallejo Race appear on the preceding page. But, in our opinion, this event isn't really about winning or losing — it's all about having fun and making the scene. The sailing was surprisingly good this year, but frankly it's the Saturday afternoon-into-night party that keeps us coming back year after year. To us, this is the *real* Opening Day on the Bay.

Ironically, as we were cooking up this picture essay, we got a letter from an irate reader chastising us for running too many shots of people partying. He actually wanted more technical articles, things like product reviews and sail handling tips. Ha! With due respect, he can read about how to unclog his boat's head or how to dip-pole jibe a J/35 in textbooks or the glossies. Us? We can hardly read that stuff, let alone write it.

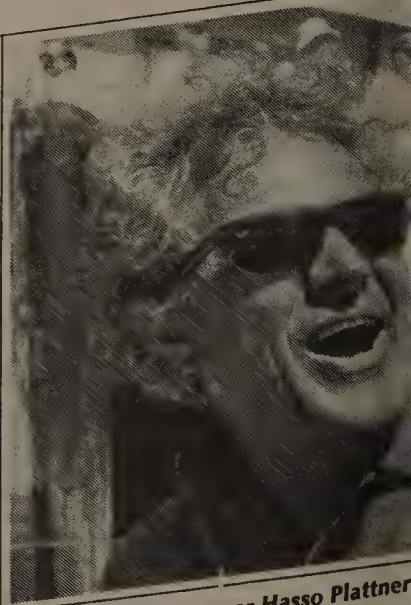
We'd much rather shine the spotlight on our fellow sailors, such as these happy people partying — gasp! — after the Vallejo Race. It's the 'software', not the 'hardware', that interests us here at *Latitude*.



Smile, you're on candid camera! Courtney, Casey and Blake Pelletier ('Swiftsure II').



Corlett family portrait: Chris, Debra, Jesse, wicked Uncle Billy-Bob, Julia and Josephine. Chris and Billy sailed on 'Bushwacker'.



'Morning Glory' owner Hasso Plattner



Artist Jim DeWitt and admirer Rita Rapacon.



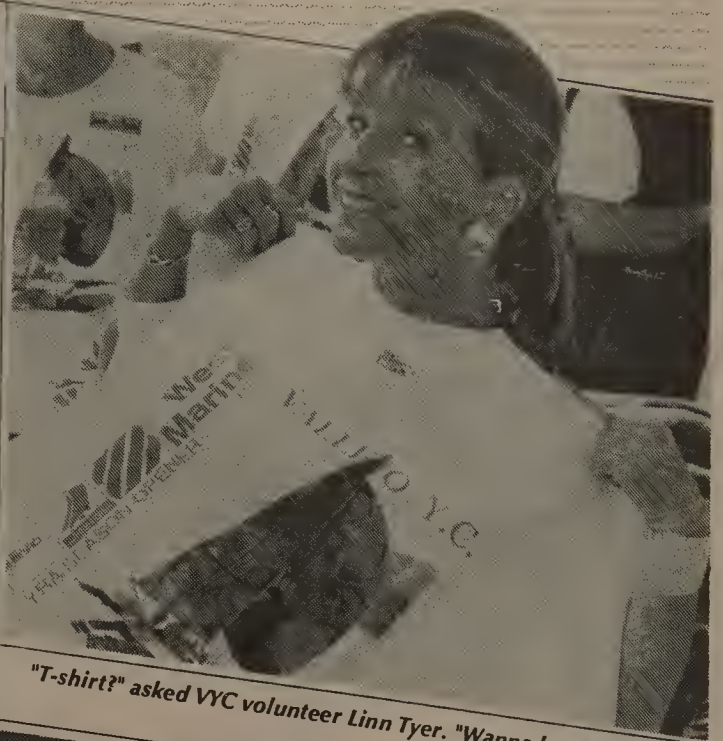
Jeff Canepa and son Adam, a future dentist, were there to root for the Antrim 27.



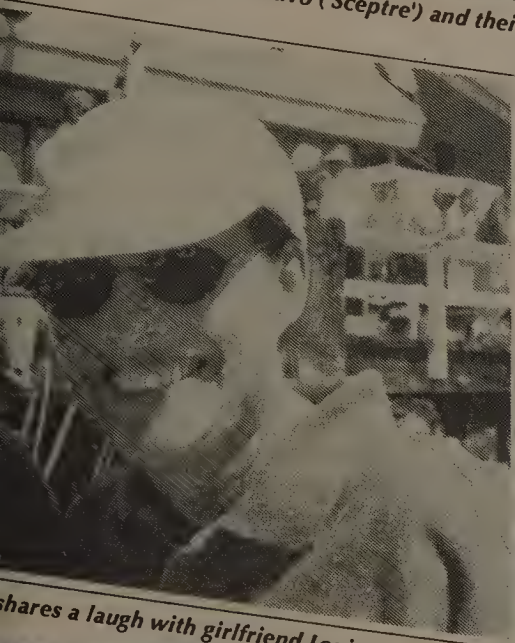
# SMILING FACES



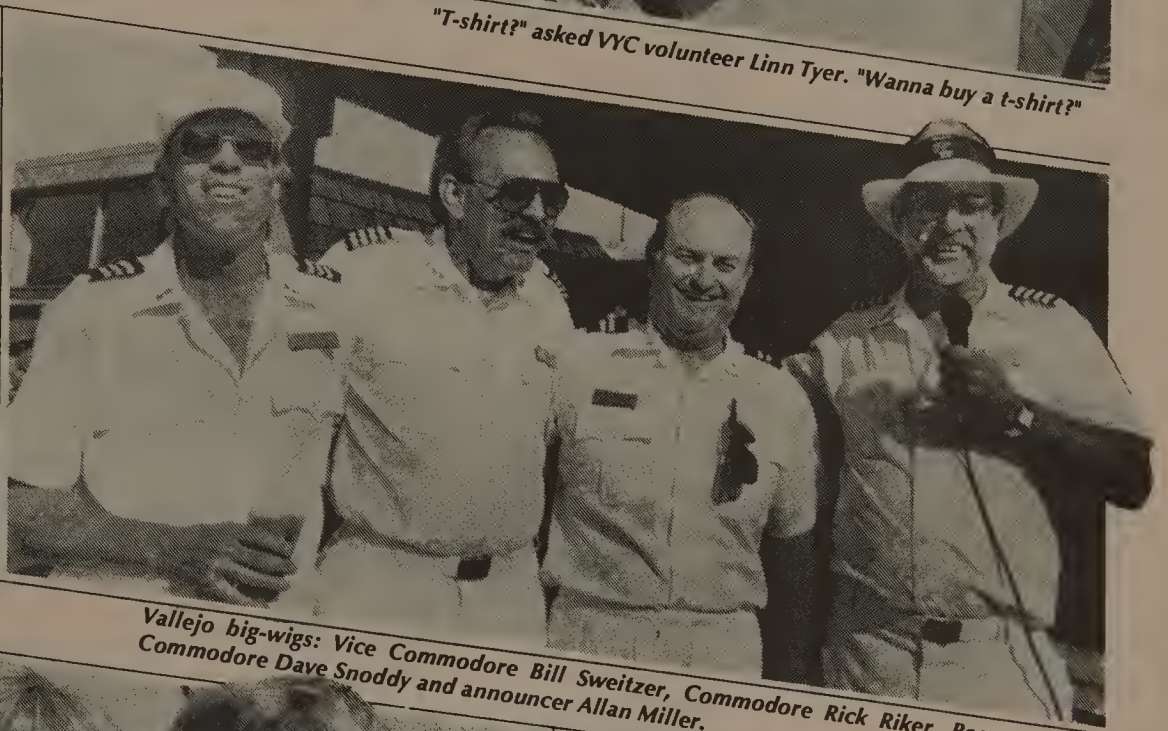
Judith and Tom Salvo ('Sceptre') and their cool canine Cosmo.



"T-shirt?" asked VYC volunteer Linn Tyer. "Wanna buy a t-shirt?"



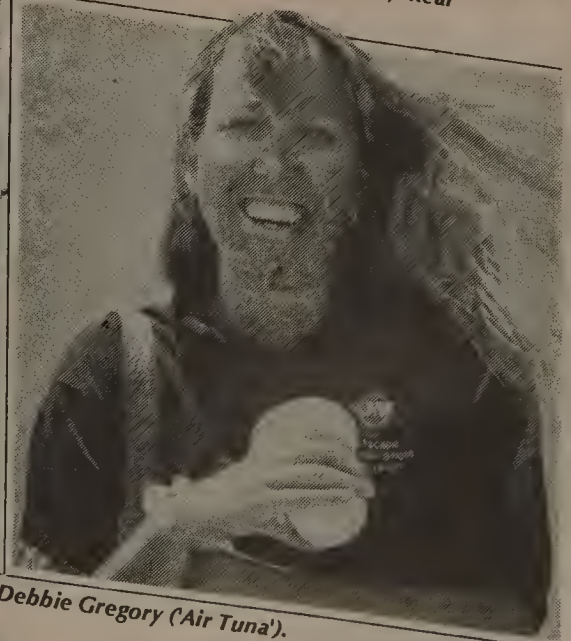
shares a laugh with girlfriend Louise.



Vallejo big-wigs: Vice Commodore Bill Sweitzer, Commodore Rick Riker, Rear Commodore Dave Snoddy and announcer Allan Miller.



A-Cup players: Stuart Felker ('PACT 2000'), Molly Riley (Dawn's cousin) and Greg Burrell ('America True').



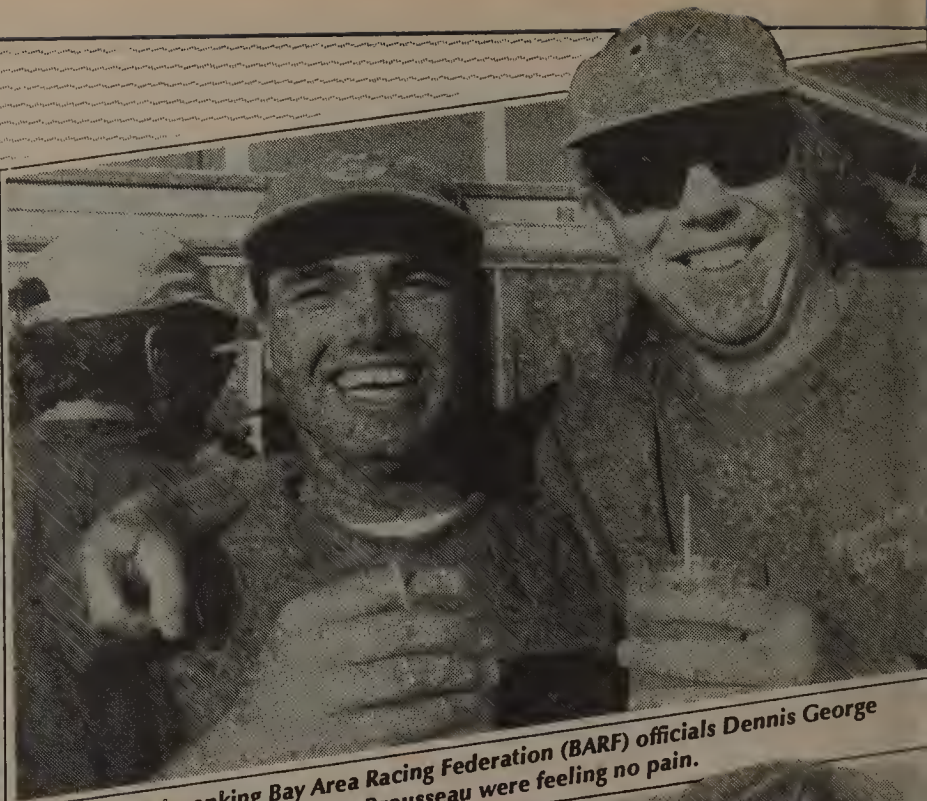
Debbie Gregory ('Air Tuna').



# VALLEJO PARTY



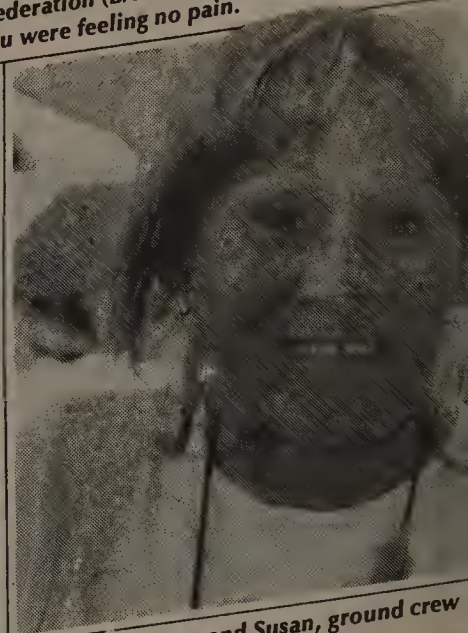
Corinthian YC Commodore Mark Thompson and wife Patti ('Moonlight').



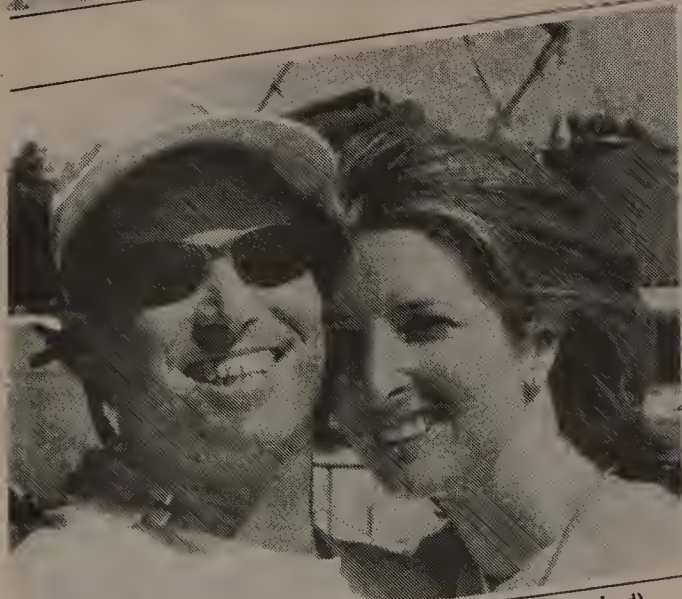
High-ranking Bay Area Racing Federation (BARF) officials Dennis George and Dan Brousseau were feeling no pain.



Waiting for their ships to come in.



Lauren and Susan, ground crew



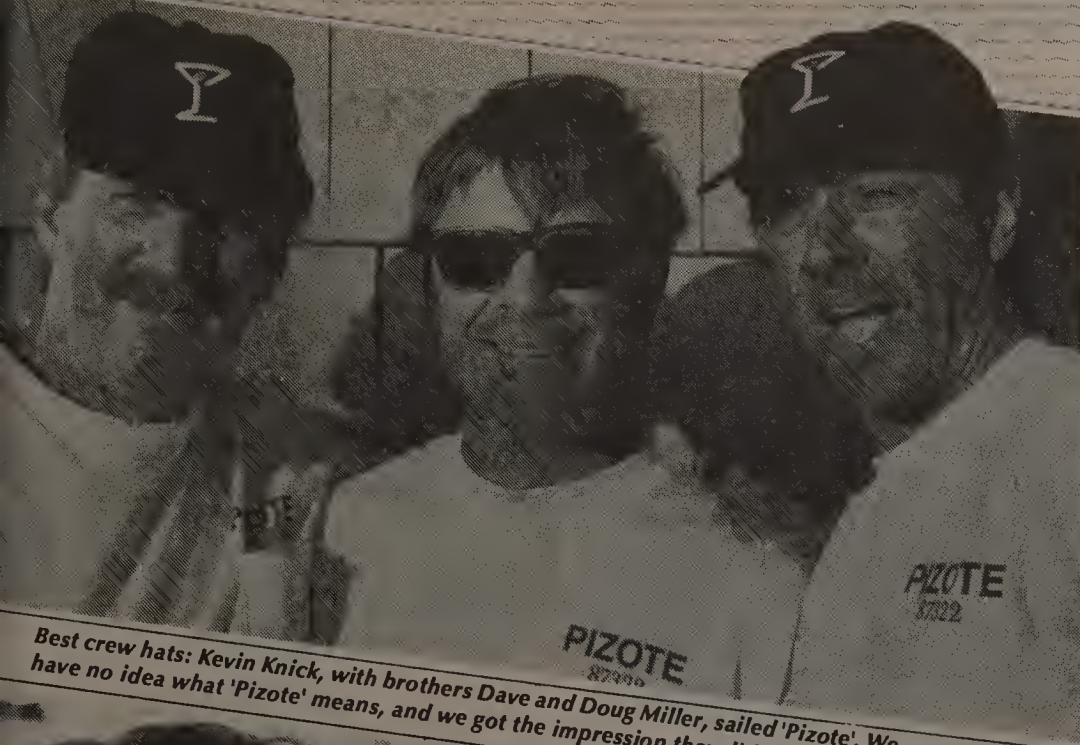
Sean and Nancy ('Bushwacker').



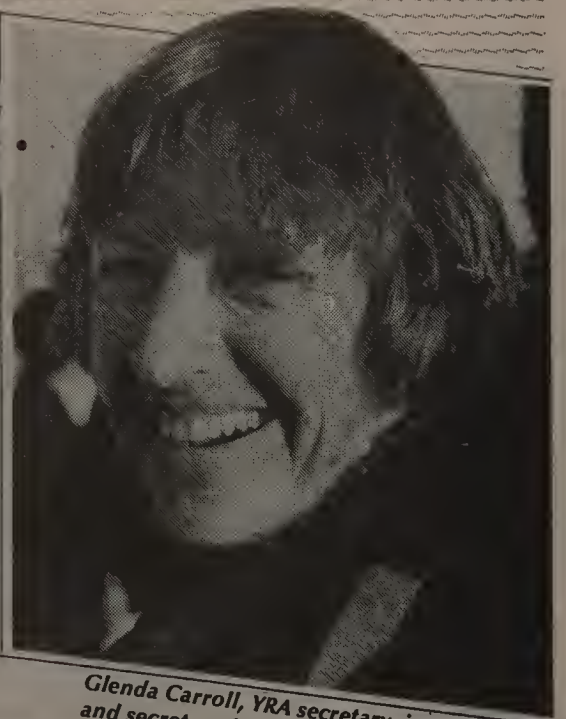
Kaleigh, a most happy baby, with proud parents Laura and Brett Allen ('Chimera').



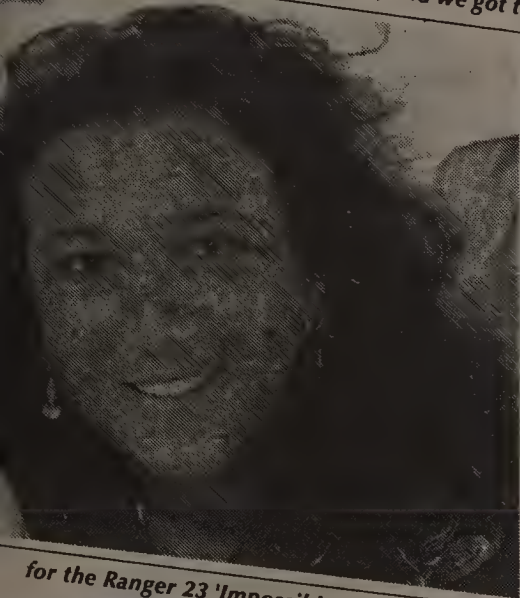
# SMILING FACES



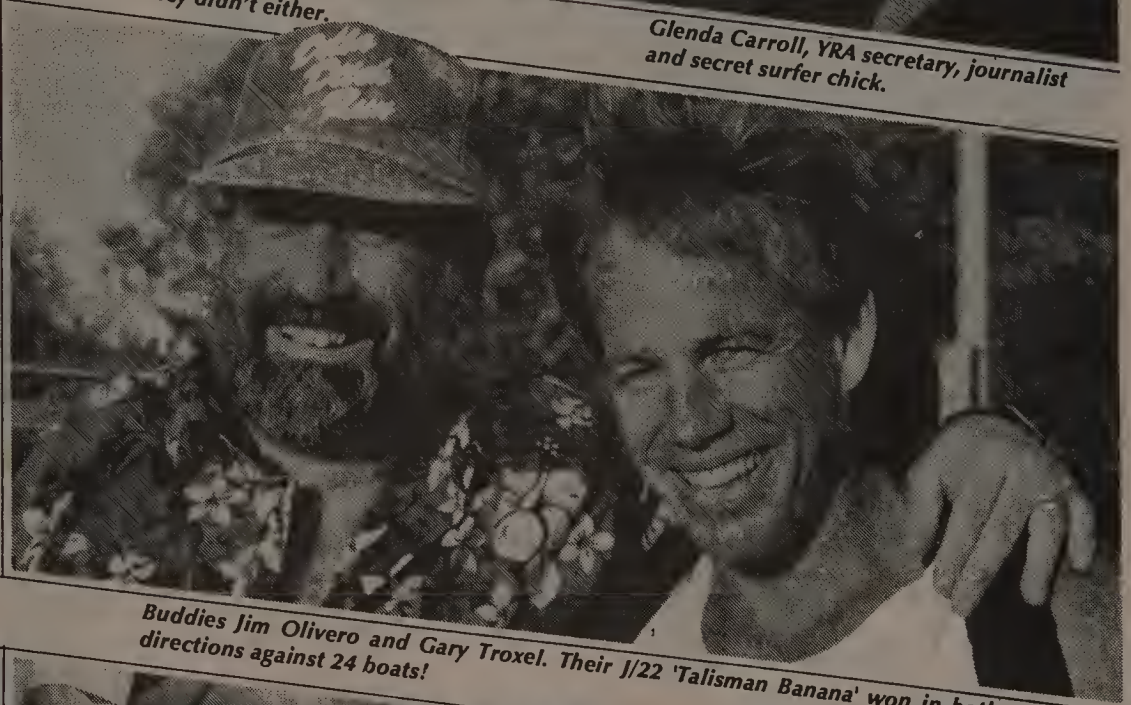
Best crew hats: Kevin Knick, with brothers Dave and Doug Miller, sailed 'Pizote'. We have no idea what 'Pizote' means, and we got the impression they didn't either.



Glenda Carroll, YRA secretary, journalist and secret surfer chick.



for the Ranger 23 'Impossible'.



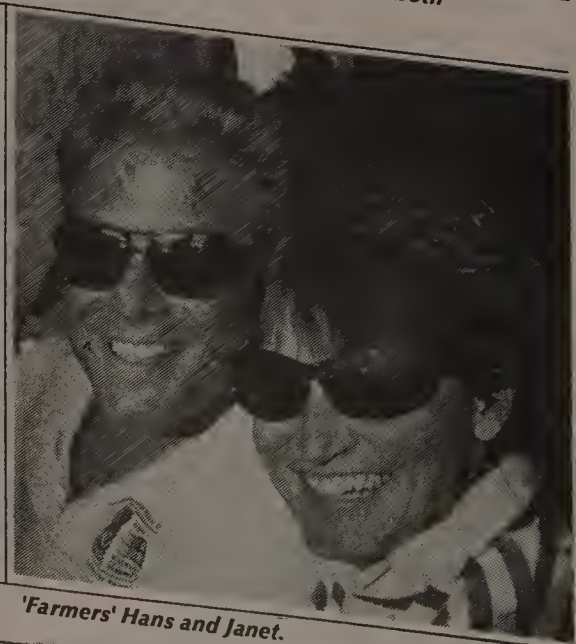
Buddies Jim Olivero and Gary Troxel. Their J/22 'Talisman Banana' won in both directions against 24 boats!



Bruce and Lina Nesbit ('Razzberries').



Beau, a most 'Bodacious' springer spaniel.



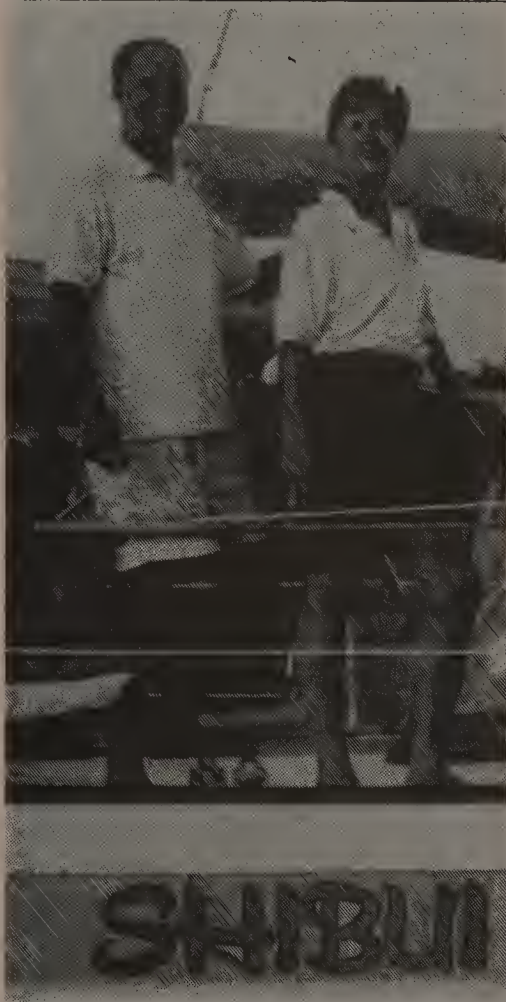
'Farmers' Hans and Janet.

ALL PHOTOS LATITUDE/ROB



# THE COSTS OF CRUISING —

We just stole a copy of the January *Latitude* from the stinkpotter Mathew D out of San Francisco. They were anchored next



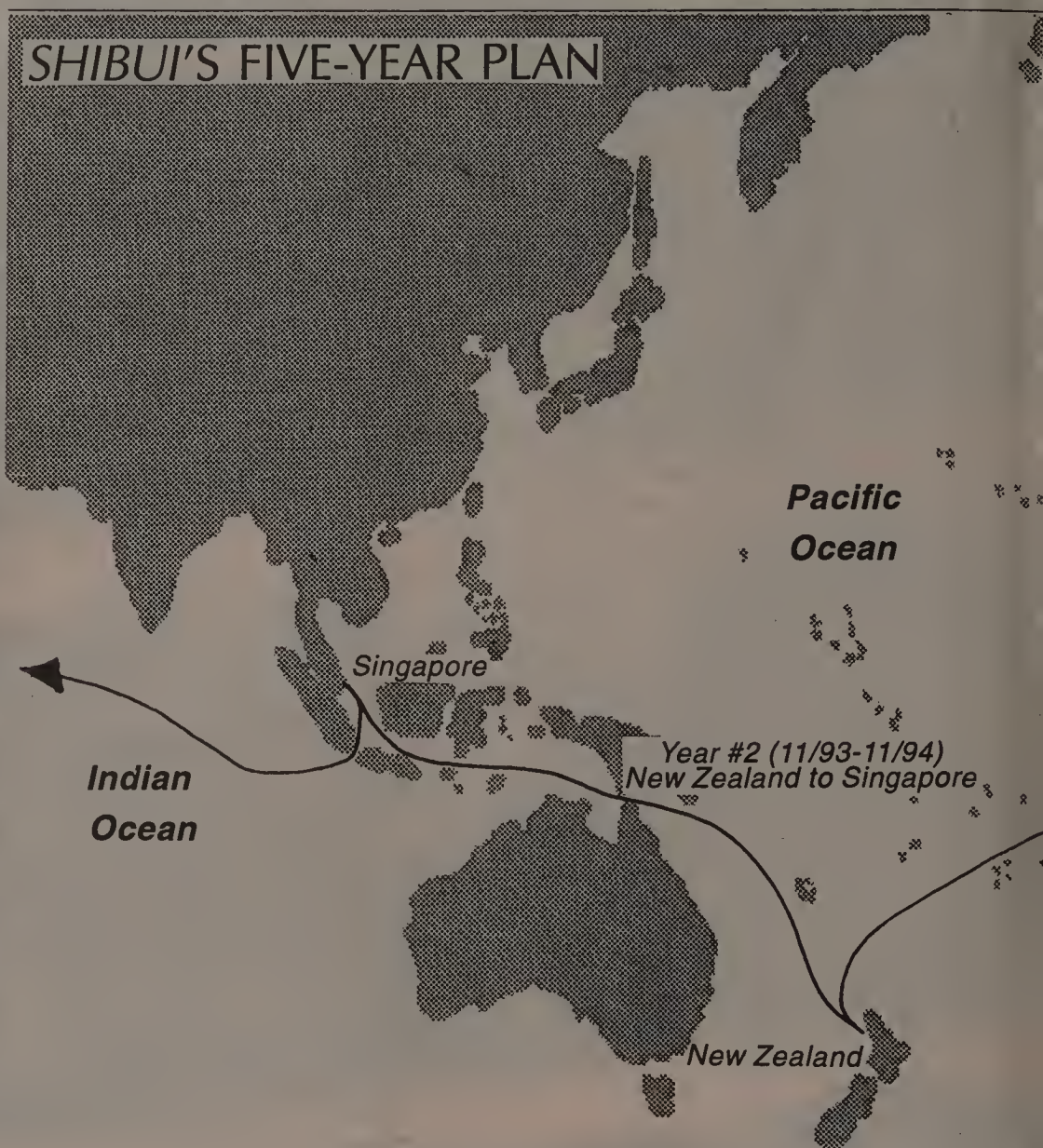
to us in Portobello just outside of Colon. We should transit the Canal in a few days with our Kiwi guests John and Heather Kidgard and head north, thus completing our circumnavigation. We departed in 1992 and the time and miles have gone too fast.

Our real reason for this note is your interest in the real-life costs of cruising. We had read your interview with Duncan and Mar-

*We are not  
on a tight budget,  
but just curious.*

lene on the Cal 39 *Thistle* (Sightings, April '96) wherein they estimated their cruising costs per year to be between \$4,500 and \$5,000. However, when we talked to them later in Italy, they confessed they had forgotten to include many of their actual expenses, thus inadvertently giving an unreal cost analysis.

Anyway, being somewhat 'retentive', we

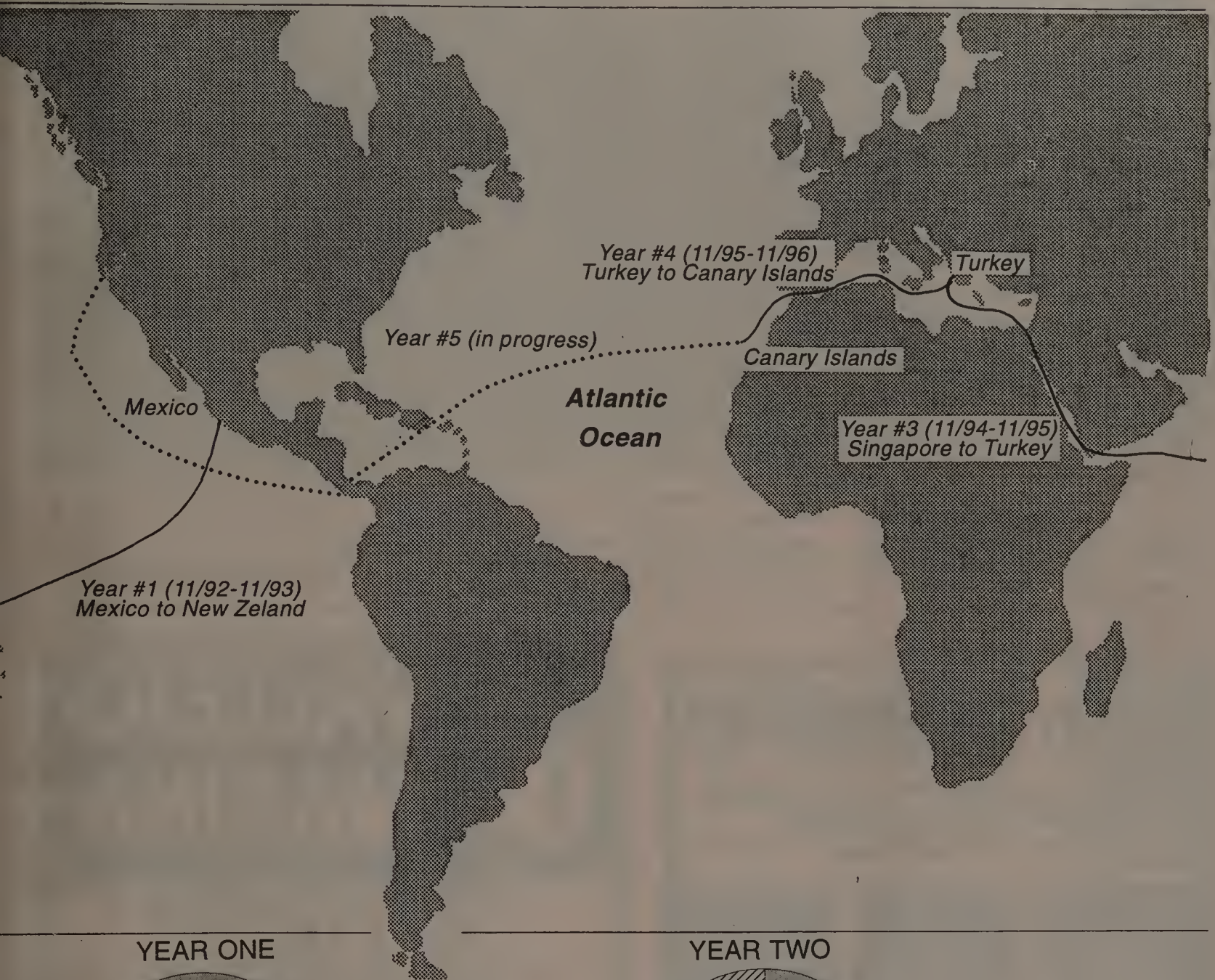


## SHIBUI EXPENSES

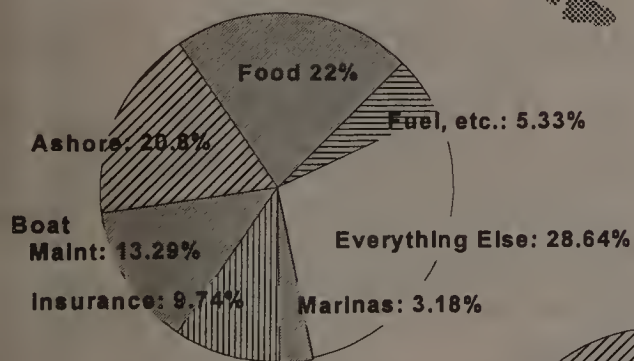
Category	Year #1	Year #2	Year #3	Year #4
Food Staples	\$4,469 (22.14%)	\$4,012 (12.31%)	\$3,521 (10.74%)	\$4,619 (19.67%)
Boat Maintenance	\$2,683 (13.29%)	\$10,135 (31.09%)	\$9,455 (28.84%)	\$4,331 (18.44%)
Marinas	\$642 (3.18%)	\$926 (2.84%)	\$2,777 (8.47%)	\$2,405 (10.24%)
Boat Insurance	\$1,965 (9.74%)	\$2,164 (6.84%)	\$1,280 (3.90%)	\$2,850 (12.13%)
Meals Out/Entertainment	\$2,284 (11.32%)	\$2,883 (8.84%)	\$2,765 (8.43%)	\$1,740 (7.41%)
Sightseeing, Lodging	\$1,300 (6.44%)	\$1,573 (4.83%)	\$3,630 (11.07%)	\$1,350 (5.57%)
Gifts/Souvenirs	\$1,492 (7.39%)	\$1,044 (3.20%)	\$1,564 (4.77%)	\$564 (2.40%)
Fuel, Oil, Propane	\$1,076 (5.33%)	\$930 (2.85%)	\$740 (2.26%)	\$834 (3.55%)
Storage of Furniture, Car	\$680 (3.37%)	\$4,082 (12.52%)	\$2,800 (8.54%)	\$2,826 (12.03%)
Boat Fees, Visas	\$528 (2.62%)	\$925 (2.84%)	\$993 (3.03%)	\$127 (0.54%)
Transportation (local)	\$192 (0.95%)	\$850 (2.61%)	\$305 (0.93%)	\$361 (1.54%)
Mail, Phone, Fax	\$350 (1.73%)	\$817 (2.51%)	\$967 (2.95%)	\$444 (1.89%)
Charts, Cruising Guides	\$500 (2.48%)	\$302 (0.93%)	\$0	\$59 (0.25%)
Clothing, Shoes	\$56 (0.28%)	\$502 (1.54%)	\$763 (2.33%)	\$173 (0.74%)
Miscellaneous	\$1,965 (9.74%)	\$1,450 (4.45%)	\$1,228 (3.75%)	\$804 (3.42%)
<b>TOTAL</b>	<b>\$20,182 (100%)</b>	<b>\$32,595 (100%)</b>	<b>\$32,788 (100%)</b>	<b>\$23,487 (100%)</b>



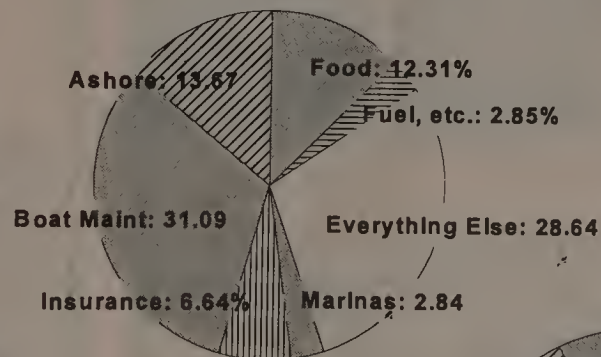
# SHIBUI'S ANNUAL REPORT



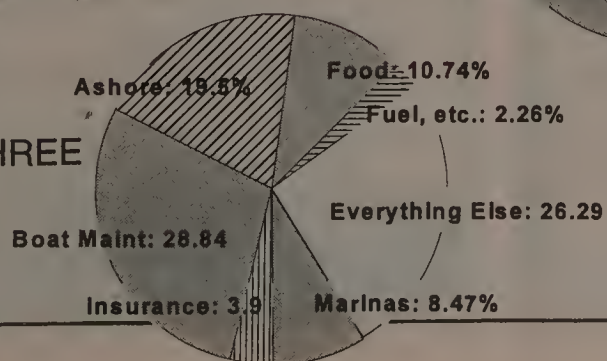
YEAR ONE



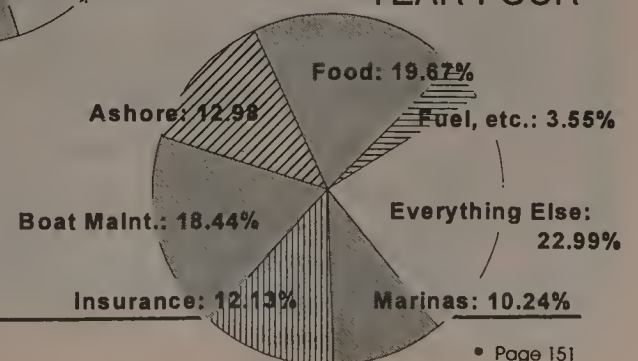
YEAR TWO



YEAR THREE



YEAR FOUR





# SHIBUI'S ANNUAL REPORT

## HERE KITTY, KITTY, KITTY...

It's worth repeating that the O'Neill's expenditures in the foregoing pages represent their particular situation, and not cruising in general. The 'costs of cruising' vary as widely as cruising boats and the people who sail them.

To many folks we've met along the way, Shibui's yearly costs might seem extravagant, even frivolous. In fact, we've met many people in Mexico and Central America who claim they get by relatively easily on \$1,000 a month — including all boat parts, provisions, insurance and an annual haulout. Mind you, these aren't people who spend a lot of time in marina slips or five-star restaurants.

And then there are those whose cruising

kitties are more like cruising kittens. These are the people who avoid marinas almost entirely, who fish for dinner and who careen boats on handy beaches. Some we've met claim to get by on \$200 a month — or less. Of course, they usually have small boats, no electronics, no engines and little in the way of creature comforts. But hey, they're out there seeing the same things the people with the big boats and budgets do.

It's an elastic formula any way you look at it. Big boats cost more money, as do flashy ports in the South of France. But have you ever considered going 'industrial'? Out in the far reaches of the Caribbean, we've met families cruising on native-built schooners who save a fortune in upkeep since there's little to

keep up. Sure, that galvanized gear may not last like stainless, but it's cheap to replace and available at any hardware store.

So how do you do it? We're starting up a database here at *Latitude* of the costs of cruising and invite all voyagers to contribute. Ideally, we'd like as detailed a breakdown as you can supply (possibly using the O'Neill's 'formula' in this article), along with any comments or tips that might help out folks planning for their own someday departure. We'll keep tabs on all your responses, publish representative ones regularly, and maybe someday compile them into a little guide of some sort that will answer a lot of the questions people always have on this important subject.

recorded every expense related to our voyage. We are not on a tight budget, but were just curious to see what it really cost us.

It turns out that we have averaged \$2,271 per month, or \$27,262 per year. As you can

see from our expense sheets, there are costs that many cruisers would feel are unnecessary, such as boat insurance, marinas and storage. Also, depending on age and fitness, some folks feel health insurance is a require-

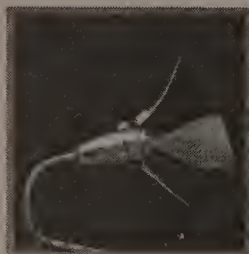
ment. That said, we think ours is a pretty accurate reference for those preparing to head out.

— **brian and mary alice o'neill**  
Shibui, Norseman 447 (Seattle)



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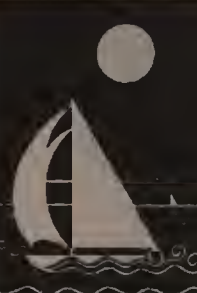
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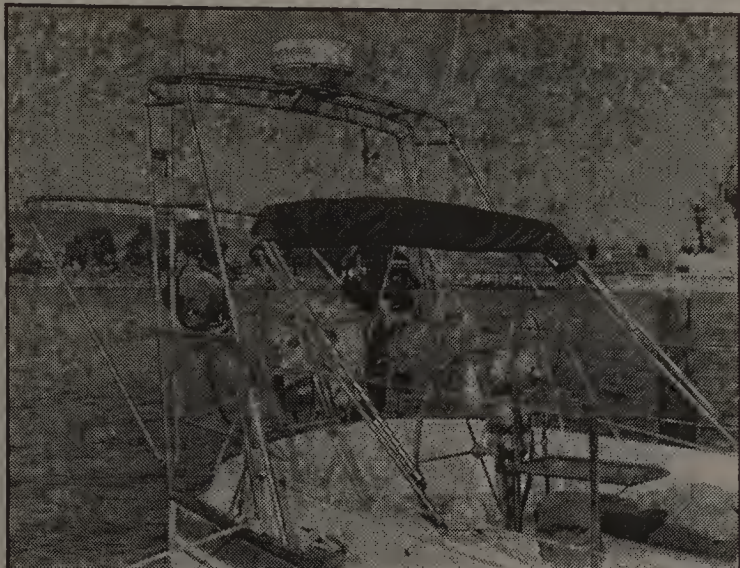
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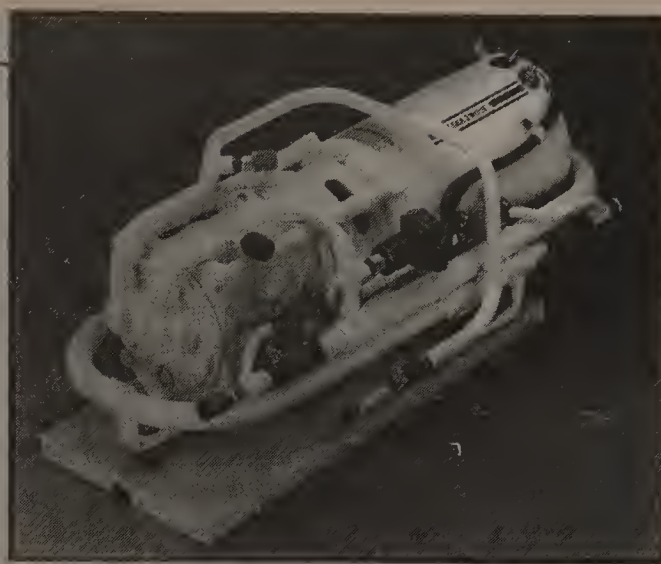
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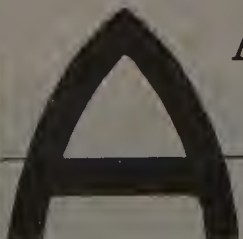
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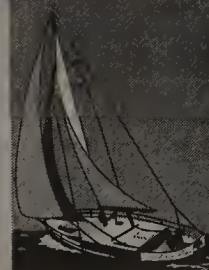
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# THE ATLANTIC

May 17, 1997, dawned windy and overcast off Sandy Hook, New Jersey — a May 17 not unlike that in 1905 when 11 great yachts gathered for the start of the first organized trans-ocean race ever. A few trans-Atlantic competitions had gone before, but they were privately arranged duels to settle personal bets. The 1905 bout was different. Sponsored by Kaiser Wilhelm II, the 'Kaiser's Cup' purported to pit the best yachts and crews in the world against one another for ultimate bragging rights. A new era of ocean racing had begun.

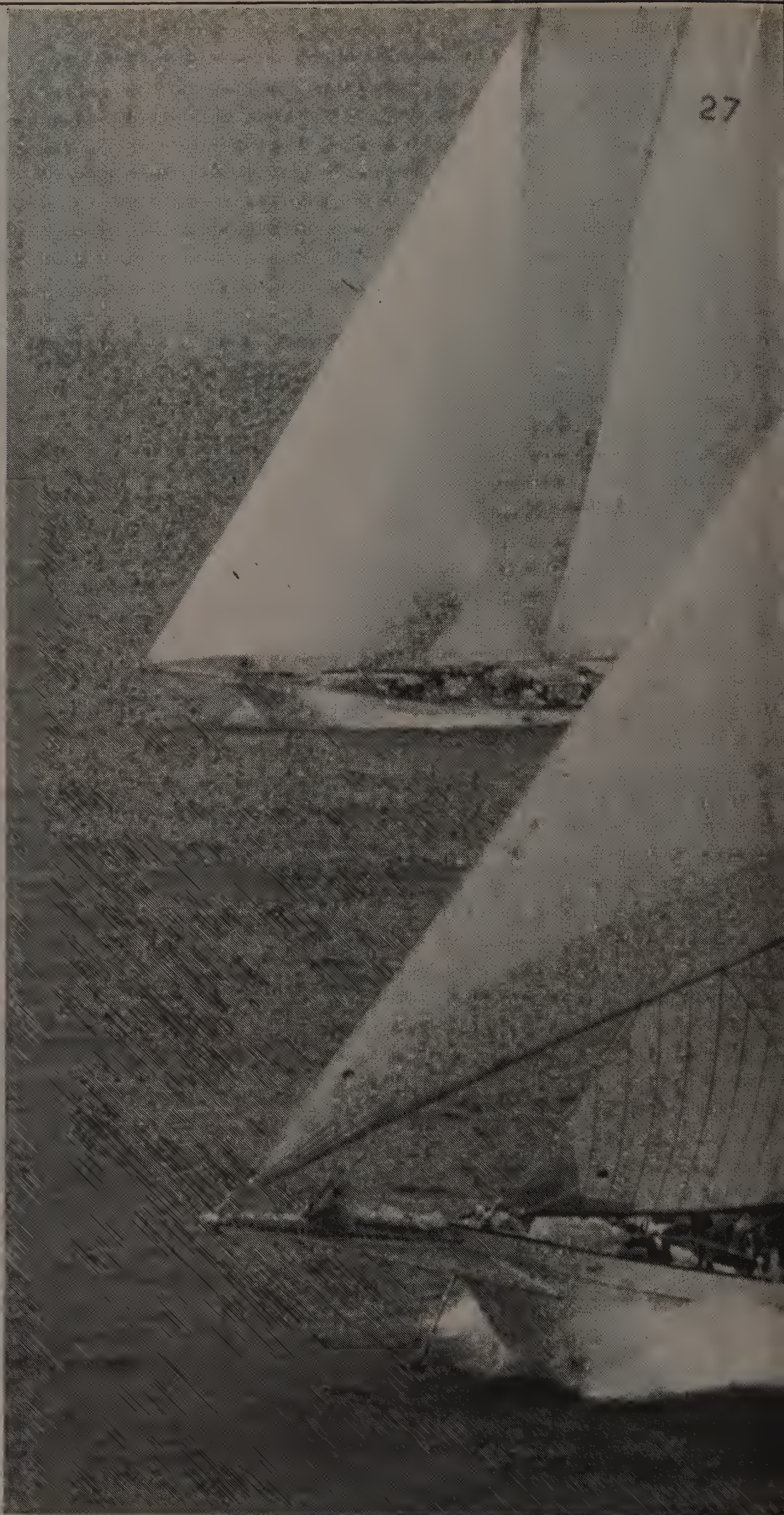
The 1905 field was impressive. Among the participants: From Britain, the 285-ft square rigger *Valhalla*. From Germany (sans the Kaiser), the 116-ft schooner *Hamburg*. And from the United States, the sleek 150-ft *Endymion*, whose young millionaire owner had set the standing Atlantic record of 12 days, 19 hours during a 'vacation' cruise five years earlier.

But the favored boat was a two-year-old three master named *Atlantic*, 185 feet of power, beauty and steel. Aboard were her owner Wilson Marshall, six invited guests, and a professional crew under the command of three-time America's Cup winner Charlie Barr.

In contrast to most globe-girdling yachts of the time that shortened sail at night, Barr drove *Atlantic* like the thoroughbred she was, cracking on all the sail her straining masts could take. Early on, Marshall's guests took in the bracing salt air on deck as the boat careened across the seas at 12 knots or better. But by the 26th, as she thundered through a full gale with two helmsmen lashed to the wheel, the passengers were so terrified they reportedly stayed in their cabins and prayed all night. So the story goes, when the owner ordered Barr to heave to, the captain responded, "Sir, you hired me to win this race," and carried on, rewarding his hard-working crew with a double allowance of grog.

*Atlantic* crossed the finish line off the Lizard (the southwest tip of England) on May 29, 12 days and 4 hours out of New York, a full day before the second place boat arrived. Her record stood for 75 years before being bettered by a French catamaran in 1980. It took 17 more years — until just this past March — for a monohull to beat it. The new record of 11 days, 13 hours, 22 minutes now belongs to another ocean thoroughbred, the Grand Mistral maxi *Nicorette*. But the legend of Charlie Barr and the mighty *Atlantic* lives on.

This past May 17, 92 years almost to the hour that the cannon fired to start the 1905 race, another fleet of grand yachts got the starting gun off Sandy Hook. Their





# CHALLENGE — GLORY DAYS



Spread, 'Adix' (foreground) and 'Adela' at the start of the Atlantic Challenge. Above, deja vu — 'Atlantic' starting the '05 race.





# THE ATLANTIC CHALLENGE

reason d'être: race the ghosts for those same bragging rights.

The 1997 Atlantic Challenge, sponsored by Rolex and hosted by the New York YC, was the brainchild of Paul Goss, the Tasmanian skipper of the 183-ft *Adix*, as close to a



BILLY BLACK

sistership of *Atlantic* as is sailing today. (The rotted hulk of the *Atlantic* herself was broken up in Norfolk in the late '70s.) Joining *Adix* at the starting line were 14 other large sailing yachts. Here's a brief look at each.

## Spirit of Tradition Division

***Adix*** (three-masted schooner, 183 feet, built 1984, NYYC) — Originally built as *Jessica* by an Argentine owner in 1984, *Adix* has been through several owners, including 1983 America's Cup winner Alan Bond of Australia. Under her current owner, a Spanish banker who wishes to remain anonymous, the yacht was gutted and extensively modified and refit, including the installation of a new 3,500-square-foot teak deck right here in the Bay Area. Captain Goss, who oversaw the project, has attempted to better *Atlantic*'s record twice before with *Adix*, once in 1993 and again in 1995.

***Adela*** (schooner, 170 feet, built 1995, NYYC) — This recreation of the 1903 schooner *Heartsease* survived a mid-construction fire at Pendennis Shipyard in 1994,



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**Above, 'America' gets air. Left, the size of the boats in the fleet was staggering — their waterlines reportedly totalled more than a half mile!**

but went on to win the 1996 *Showboats* magazine award for Best Sailing Yacht over 36 meters. Designer Gerald Dijkstra remained faithful to *Heartsease*'s original lines, while adjusting for modern conveniences and, at the urging of American owner George Lindeman, increased performance. While looking every inch the classic above the waterline, her underbody sports rounder bilges and a fin keel. Her elegant Edwardian interior features several tons of gleaming mahogany and lovely period hardware. She's skippered by the man who rebuilt her, Steve Carson.

## Classic Division

***Mariette*** (schooner, 135 feet, built 1915, NYYC) — *Mariette*, owned by Belvedere entrepreneur Tom Perkins, was designed and built by the Wizard of Bristol himself, Nathaniel Herreshoff. A near sistership to Harold Vanderbilt's second *Vagrant*, *Mariette* fell on hard times after World War II. Found languishing in the Caribbean in the '70s, she was brought back to life once, then went through a second, multimillion-dollar restoration under Perkins, who acquired the boat several years ago. She has since participated in many classic regattas around Europe and the Mediterranean.

***America*** (schooner, 130 feet, built 1967, Royal Highland YC) — Considered the most accurate replica of the famous schooner for which the America's Cup is named, this Sparkman and Stephens design features a full keel and traditional canvassing down to using mast hoops on wooden spars.

As a teenager, Antiguan Paul Deeth served in her crew as a deckhand. Now Deeth is part owner of the boat and recently oversaw her complete refit in English Harbor, Antigua. After the Atlantic Challenge

Cup, *America* will revisit history in the Royal Yacht Squadron's Round the Isle of Wight Race — the course for the original America's Cup in 1851.

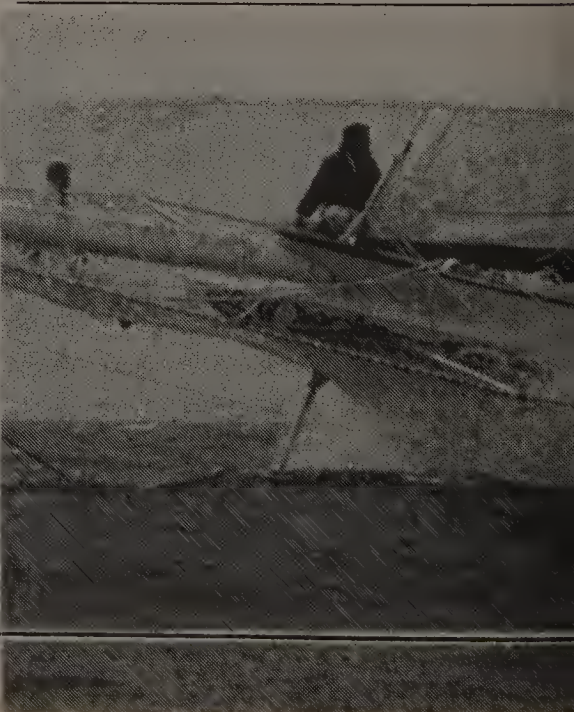
***Aello*** (schooner, 125 feet, built 1920, Kollegewidgewok YC [Maine]) — If there were a prize for irony, it would certainly go to this teak-over-steel beauty. *Aello* was designed by Max Oertz, the same German naval architect who earlier in his career had drawn *Meteor* for Kaiser Wilhelm II. The story goes that the reason the Kaiser initiated the 1905 Atlantic race was that he was tired of being trounced around the race course in *Meteor* by his uncle, King Edward III!

*Aello*, named for the Greek goddess of wind, suffered the ignoble fate of being turned into a motorboat before being restored to her original glory in England in 1989. A further refit earlier this year by owners Tony Roumeliotes and Tim Britton, has returned her to the highest standards.

***Thendara*** (gaff ketch, 120 feet, built 1936, Royal Southampton YC) — *Thendara* was built of teak on steel for Sir Arthur Young, who represented Glasgow in Parliament. During World War II, the boat was pressed into service as a balloon barge on the Clyde. The screen goes blank on the boat after her sale to a European owner in the 1950s, although she is thought to have been owned at one time by Greek royalty.

Through old photos and interviews with Young's descendants, the yacht was restored as close as possible to original by her present owner in 1992. She's being skippered in the Atlantic Challenge by Jacques Louvet.

***Belle Aventure*** (ketch, 95 feet, built 1929, Monaco YC) — *Belle* features impeccable bloodlines. She was designed by





## — GLORY DAYS



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*'Sapphire's skipper for the race is Robin Knox-Johnson, the first sailor to complete a nonstop solo circumnavigation.*

William Fife and built of teak over oak at Scotland's historic Fairlie Shipyard. Her original name, *Eileen*, is still visible carved into her counter, but she wore several more names before acquiring her present moniker. She's gone through several modernizations starting with a change from gaff to Bermuda rig in 1938. In 1990, she went through a major refit that included rebuilding sections of her bow damaged in a collision at Antigua Sailing Week. Changing hands again in 1995, *'Belle*, now skippered by Nigel Blackburn, operates as a private vessel.

**Sumurun** (ketch, 94 feet, built 1914, New York YC) — The oldest boat in the fleet was also designed by Fife and built by Fairlie Shipyard. *Sumurun* began life as a gift from Lord Sackville to his wife, but in the '20s and '30s made a name for herself in local racing — rigged as a yawl. Changing hands several times over the ensuing years, and inheriting

*Big boats like breeze. All the Atlantic Challengers, like 'Adela' here, were revelling in the 15-knot sou'wester at the start.*

her present rig and an engine in the process, she has been owned for the past 14 years by A. Robert Towbin.

### Contemporary Division

**Sariyah** (ketch, 135 feet, built 1994, NYYC) — This lovely S&S design was built of aluminum in New Zealand for a Saudi businessman. Her long overhangs, substantial fiberglass superstructure and carbon fiber masts insure lively performance, while her teak and ebony interior, complete with an owner's office, insures comfort below.

**Parlay** (ketch, 125 feet, built 1991, NYYC) — Designed by John G. Alden and built in Italy for owner Leslie Quick, *Parlay* is the lone centerboarder in the race (drawing 20 feet with the board down). In addition to being an excellent sailor, she powers at 12½ knots, and keeps everyone aboard comfortable via a completely enclosable, heatable and coolable cockpit.

**Globana** (ketch, 118 feet, built 1995, U.S. Naval Academy Sailing Squadron) — Designed by Ron Holland, *Globana* was built by Abeking and Rasmussen for Roland Storm. Like many of her modern contemporaries

in the race, the two main aims in her construction were performance and comfort. One hallmark of this: all sheets and remote-control winches are hidden, so guests never have to trip over any pesky ropes. *Globana* is also the only yacht in the race with no outside steering station.

**Never Say Never** (sloop, 105 feet, built 1989, Royal Thames YC) — Another Ron Holland design, and evolution of the famous *Whirlwind XII*, this yacht was built in Holland, then sent to Camper and Nicholson in England for completion. Originally christened *Royal Eagle II*, new owners in 1996 gave her a refit and the new name.

**Avance** (sloop, 100 feet, built 1986, NYYC) — Built of aluminum and steel by the renowned Dutch firm of Jongert, *Avance* features a unique wheelhouse designed by her owner to provide plenty of visibility and comfort in all climates and conditions. Last September, *Avance* completed her own historic cruise by retracing the route the Vikings sailed from Norway to Newfoundland hundreds of years before Columbus. For the Atlantic Challenge, the boat is being chartered by a NYYC syndicate headed by Commodore Robert James.

**Sapphire** (ketch, 87 feet, built 1986, Royal Yacht Squadron) — Built as *Jubilee of Peterport*, this lovely Ron Holland design was built of foam-cored composites in Spain, and has spent most of her years cruising tropical waters. For the Atlantic Challenge, owner Larry Snoddon has chartered her to an RYS syndicate. Skipper for the race is sailing legend Robin Knox-Johnson.

**Sorcerer** (cutter, 85 feet, built 1990, Annapolis YC) — Built of aluminum by Palmer Johnson as *Turmoil*, this German Frers design is the smallest boat in the fleet — a distinction she rarely shares elsewhere. Known as a stiff sea boat with her fin and bulb keel, *Sorcerer* is nevertheless large on





# THE ATLANTIC CHALLENGE



Tom Perkins' lovely 'Mariette' was in command of the Classic Division as this issue went to press.

performance, having beaten larger boats in other competitions. She is also the only boat skippered by the owner, and Craig Venter is a story in himself. As a medic in Viet Nam, he removed a tattoo from a guy in exchange for a 19-ft Lightning — and taught himself to sail off Da Nang! When not racing, he can often be found singlehanded Sorcerer off his homeport of Rockville, Maryland.

With 15 knots steady out of the southwest, the gun for the 1997 Atlantic Challenge fired at 2 p.m. on May 17, with Adix first across the line (Atlantic was third across in '05). At this writing, the fleet is halfway down the course (2,600 to about 3,000 miles, depending on where you go looking for wind).

BILLY BLACK

They're somewhat behind Atlantic's pace but having a rollicking sail nonetheless. In the Spirit of Tradition Division, a force 8 breeze has helped Adix stage a marvelous comeback to within 50 miles of race leader Adela. If the breeze holds, and Adix can maintain her 12 knot pace to Adela's 11, it should be a cliffhanger down to the finish line.

Things are not so close in the other two divisions. In the Classic fleet, Mariette is currently the leader by 100 miles, followed by Thendara and Sumurun. In the Contemporary Division, Sariyah leads second placer Sorcerer by 110 miles. With a 280-mile day just behind her, the former is currently on a pace rivalling Adix and Adela. Of course, with half the race left to go and winds predicted to calm as a high moves over the fleet, the deck will likely shuffle many times over before the finish.

To beat the current Atlantic monohull mark, the first boat would have had to finish before midnight on May 28. To beat Atlantic's mark, noon the next day would suffice. Either way, it's hard to imagine Barr's ghost wasn't there, elbowing his way to the front of the crowd to cheer them in.

— latitude/jr

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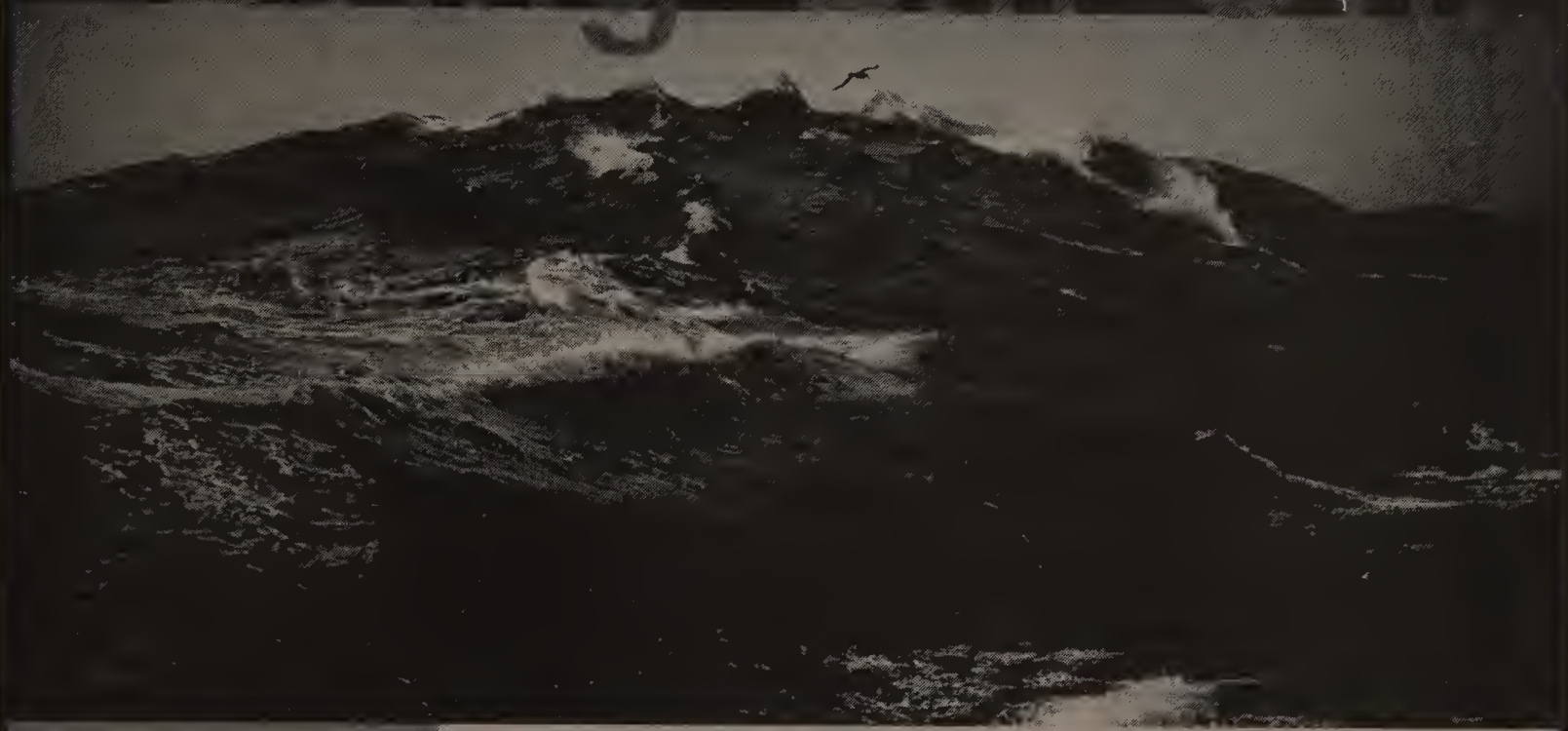
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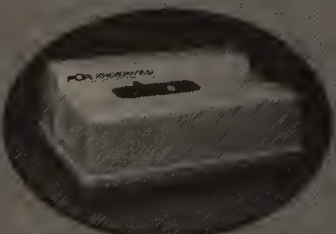
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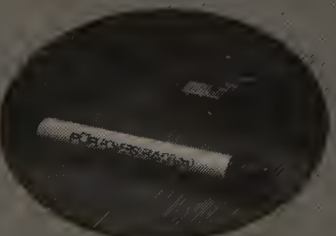
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# RAY JASON'S SEA GYPSY VIGNETTES —

Leah nudged me with her foot and whispered, "Check out the banana hammock!"

"The *what?*" came my innocent reply.

"The *banana hammock!*" she repeated, with mounting enthusiasm. "Can't you see his Speedos yet? They're even smaller than yours and they're bright yellow."

As I finished rowing my dinghy up to their Petersen 44, I got my first glimpse of his impressive fruit of the loom. My gaze then traveled up to his well-tanned face. It was bordered by a blonde beard, which framed a Cheshire-cat grin as bright as his tiny yellow swim trunks.

"Come aboard," his wife hollered down to us. "We don't have a ladder; so just grab ahold of anything and pull yourselves up."

Leah grabbed a stanchion, and hoisted her long, lithe body up onto their boat. I followed and we were soon sipping wine coolers with our new friends Sandy and Andie.

Our drinks were most appropriate, because our hosts were such wine aficionados, that they had named their boat *The Merlot Mermaid* in honor of their favorite red. Mixed with some mineral water, this Napa Valley nectar was a bubbly, sparkling delight. And its effervescence was a perfect match for the easygoing philosophy of our new cruising friends. Even by cruising standards, their approach toward life in general and sailing in particular was relaxed and refreshing. This ability to 'go with the flow' was clearly demonstrated as we sipped our second wine cooler and they realized that they weren't even in the right harbor.

I had deliberately chosen this 'outside' anchorage at Tenacatita, on Mexico's Pacific Coast, because it's usually empty; whereas the 'inside' one is normally crowded. This was Leah's first cruise aboard *Aventura* following our meeting at the notorious Valentines Day Party in Barra de Navidad. (See Gypsy Vignette, May '94.) 'Outercatita' as I liked to call it, was to be our little hideaway

sat sipping our drinks, they reacted with neither the surprise nor embarrassment one might expect. Instead Andie said, "Well, that's no big deal. We haven't found any other anchorage on the first try, either." Upon hearing this, Sandy didn't get the least bit defensive about his navigational prowess. He just took another sip of his Merlot cooler and chased it with one of his wide, twinkling grins. Surely, I mused, this was one couple who had mastered the art of accepting themselves as they were. The next story that I heard confirmed the thought.

On the way from Golfito, Costa Rica, to Panama, *The Merlot Mermaid* did something strange. They anchored off Punta Burica, which marks the border between these two countries. This was an odd choice because the water there is so shallow that, even a mile from land, it's only about 20 feet deep. So you have to anchor far from shore where there's little protection from the wind. And as with any big cape, the currents are confused and bizarre. Sort of like an octopus trying to do the Macarena.

This became all too apparent about 30 minutes before sunset when the current turned them beam to the wind and the motion became very uncomfortable. Sandy decided to remedy the situation by setting a stern anchor with the dinghy. He chose not to use his outboard because it was mounted on the aft rail, and would have to be lowered and attached to the dinghy. Such an operation would significantly reduce the time he and Andie could spend savoring the Merlot sunset. Besides, after rowing out the anchor and dropping it from the inflatable, he could simply pull himself back to the mothership along the rode.



dingy in rapid pursuit of its heavy companion. Before you could say, "A smoky nose with just a touch of fruitiness and a hint of the oak barrel," the anchor, chain and rope were all gone. Sandy just grinned. Then he reached for the oars in order to dispel the myth that Cheshire cats can't row.

Smoothly and steadily, he covered half the distance back to his wife — when one of his oars broke in half at the joint and the paddle drifted away. The grin which accompanied this setback was difficult for Andie to appreciate, or even see, because it was getting very dark very quickly.

Sandy started paddling with the one remaining oar. Or perhaps battling was more accurate, because the proud inflatable did not wish to be propelled in such an ignominious fashion. It was hard enough on the hypalon ego of a planing dinghy to be rowed rather than motored, but now to be paddled

*"That's no big deal.  
We haven't found any other anchorage  
on the first try, either."*

where we could indulge in some moonlit privacy.

So when I turned into this seldom-used bay, I was surprised to see this big cutter follow us in. I had expected them to head for the normal 'inside' anchorage. And, in fact, that's where they meant to go. Their navigation was just a few miles shy of accurate.

When they learned of their mistake as we

The Sky Bosun was apparently observing all of this while enjoying a wine cooler himself. And it occurred to him that this spectacle would be a lot more entertaining if something went wrong, or if a whole bunch of somethings went wrong. And so it came to pass. . .

First, when Sandy dropped the anchor, the line attached to it slithered out of the



# A SAILOR AND HIS DONKEY



— that was downright insulting. So Sandy's valiant efforts only produced motion that went sideways, backwards and around in circles. From below, the fish must have been watching the gyrating dinghy and thinking to themselves, "Is this the Lambada, the Forbidden Dance of Love, or what?"

A half hour passed and whole darkness descended. Sandy realized that he wasn't going to make it back to his boat, so he began trying to steer the dinghy toward where he thought land was. This was an excellent strategy — had a west-setting current grabbed hold of the dinghy, the next land he encountered could well have been Guam.

Fortunately, the stars were bright enough to dimly outline the spine of Punta Burica and eventually he landed there on the beach. Because the cable lock for his dinghy

was attached to the outboard, he decided to do the prudent thing and hide the dink in some bushes. Little did he realize that there were so few humans in the vicinity that it was hardly in jeopardy. The only way it would get stolen was if a barracuda made an evolutionary leap and walked up the beach to abscond with it.

Sandy started walking up the coast to

feet, he noticed that he was getting slightly chilled. He remembered that Andie had thrown a lifejacket into the dinghy just before he rowed away. So he went back and fetched it. If he did find anybody on this remote peninsula, he would certainly make a bold fashion statement in his vivid yellow speedos and a lifejacket so orange it could induce permanent retina damage.

He soon spotted a light coming from a small cabin in a clearing. He could faintly hear voices. He hitched up his 'trousers', adjusted his 'jacket' and walked up to the doorway of this rustic hut.

The impact of his arrival was overwhelming. Had Madonna herself arrived wearing a chiffon gown and singing *Don't cry for me, Punta Burica*, the natives could not have been more stunned. All jaws dropped and all conversation stopped.

Obviously this visitor was bizarre, but they didn't know whether he was also dangerous. Then he grinned, and the tension was broken. For surely, anybody with a shrimp-eating grin like that had to be harmless.

Sensing some urgency and purpose to his unexpected arrival, they invited him in where he sat down on a chair that smelled distinctly 'fishy.' Or was it the table that smelled so strong, or perhaps the whole cabin, he thought to himself. He concluded that they probably did not make their living designing Web sites on the Internet; but instead were humble fisherfolk.

Communication now became an interesting game. Sandy's knowledge of Spanish was limited to the words *hola*, *vino* and *dinero*. No matter how hard he tried, he couldn't find a way of arranging these words to convey, "Hello, could you give me a ride back to my sailboat which is anchored nearby?"

But efforts at conversation were moving forward. An old man kept saying, "Ron?" Did this mean that this grandfather guy was named Ron? Or did the old man think that Sandy was named Ron? It was very confusing.

*While Sandy pondered his options, the grandfather and cousin were trying to fathom the true depths of this gringo's looniness...*

search for help. Whether he was actually whistling would be hard to verify, but you could certainly wager that he was grinning. That's because this escapade had now gone from a silly mishap to a bonafide adventure.

After walking a short distance on his bare

Even more confusing than he realized, because *ron* is the Spanish word for rum. The grandfather was asking Sandy if he wanted some. Eventually, the woman, who seemed to be the mother of the household, bypassed this verbal roadblock by placing a



# RAY JASON'S SEA GYPSY VIGNETTES

glass of rum in front of Sandy and saying emphatically, "Ron!"

He got it!

And he drank it!

This had a pronounced warming and loosening effect on both his body and his mind. So now he began to pantomime his predicament to them. He made gestures to indicate sailing, anchoring, a broken oar and a worried wife. His flailing arms and wild facial expressions made absolutely no sense to them. As best they could tell, it looked like he was conducting an orchestra of blind penguins.

But eventually with a little more ron, some crayons borrowed from the two children, and some very fishy-smelling paper, Sandy was able to convey that he needed a lift back to his boat. And sure enough these fisherfolk had a nice 20-foot panga with a big, strong outboard. The bad news was that the father of the household was out fishing in it, and wouldn't return until the middle of the next day.

Sandy was willing to resign himself to this rather long wait, but the Sky Bosun, seeking additional entertainment, decided to spin the situation in an entirely different direction. Suddenly the grandfather said, "Burro!" And then the kids hollered, "Burro!!" And then the mother also exclaimed, "Burro!!!" Now all four of them were circling the table chanting, "Burro, Burro!"

Sandy knew what burro meant, but he certainly didn't know how it applied to this situation. He also didn't know what kind of strange fetishes these people, who lived such an isolated existence, might have. Sitting there in his minuscule, yellow Speedos, he suddenly felt vulnerable and a bit worried.

Meanwhile, onboard *The Merlot Mermaid*, Andie had managed to radio some other cruisers back in Golfo, who in turn notified the Costa Rican Coast Guard. About the time the Coasties arrived, a pretty stiff breeze picked up. This put the lovely cutter in jeopardy, since now she was off a lee shore with a rising wind. The one rescue officer who spoke English suggested that they move *The Merlot Mermaid* around to the other side of the peninsula. After completing this move, they began searching for Sandy.

They cruised up and down the length of the beach shining a powerful spotlight along the shore, but they didn't find him. What was perhaps even more disturbing was



Lovely Leah in boat-visiting mode.

the fact that they didn't find the dinghy either.

Andie's frightened imagination went wild. Had he gotten swept out to sea? Would it take an air search to find him? Then it went wilder. Weren't these shark-infested waters? Could he have become the Catch of the Day? Eventually it went wildest. What if this remote peninsula was home to a tribe of banana worshippers, whose legends foretold of the arrival of a yellow-haired Banana God? And might all of the tribe's maidens be lined up, single-file, at this very moment, to test Sandy's 'godliness'?

Actually, at that very moment, Sandy wasn't feeling very godlike. But he certainly felt like some kind of weird king in a mistaken-identity novel. That's because he was now riding a donkey that was being led up a mountain trail by three generations of fisherfolk in the middle of the night. The absurdity of the scene was heightened by his yellow speedos and orange lifejacket.

At some point during their cross-cultural communication, the little family had realized that they had a cousin with a boat who probably wasn't out fishing that night because his wife was due to have a baby. The problem was that they lived on the other side of the mountain. Actually, the real problem was the visitor's lack of shoes. None of theirs would fit him. That's when the grandfather had hit upon the idea of transporting him on the family donkey.

Shortly before dawn, this Felliniesque procession arrived at the hut of their cousin. If Sandy's previous apparition had been mind-bending, imagine how much more

bizarre it was with him now riding a donkey while wearing his Miami Beach gigolo outfit. Talk about artificially inducing labor!

Initially the husband and wife tried to go back to sleep, since obviously this must be some weird dream. But then they wondered how they could both be having the exact same weird dream. Their cousins, who were by now used to Sandy's eccentric threads, found this immensely amusing.

After all the laughter had subsided, there was a lively debate concerning who would escort Sandy and the cousin in the boat. Everyone wanted to go; for certainly such an outlandish visitation might never again occur at lonely Punta Burica.

Eventually the grandfather won out because he had thought of the burro idea, and because it would be best if the mother stayed with the pregnant wife. So off they went.

Since it was now dawn, it should have been easy to find the one sailboat anchored off of Punta Burica. If there were one anchored there. There was one currently bobbing behind Punta Burica, but Sandy didn't know that. So even if he could speak Spanish like Carlos Santana, he would have had a tough time explaining this minor discrepancy in his tale of woe.

While Sandy pondered his options, the grandfather and cousin were trying to fathom the true depths of this gringo's looniness. Could he actually be dangerous? Could he want to steal their boat? Just as their paranoia was beginning to build, Sandy disarmed them with his secret weapon. He unleashed one of his widest, stupidest grins. This comforted them enormously. Almost as much as the news that was about to be delivered to them from the Coast Guard boat which had just rounded the point and was heading their way.

Minutes later there was a joyous reunion between Andie and Sandy. Then everyone spent 10 minutes and two languages describing all of the strange events of the last 12 hours. To top off this boisterous conversation, Andie ceremoniously reached into her satchel and said to her husband, "Sandy, I knew when we found you that you'd be hungry, so I brought something along for you."

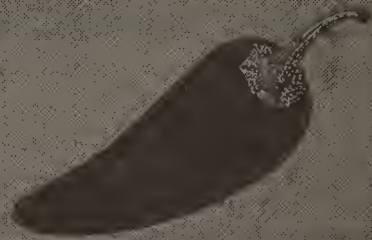
And then she delicately presented him a big, ripe, yellow banana. All was now silent on the two boats as each person witnessed this tender gesture and interpreted it in their own unique way.

Just as you are now doing.

— ray jason



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- Oct. 28:** Start of 360-mile first leg to Turtle Bay
- Oct. 31:** Halloween Party at Turtle Bay
- Nov. 1:** Beach party at Turtle Bay
- Nov. 2:** Start the 240-mile second leg to Bahia Santa Maria
- Nov. 4:** Lay day at Bahia Santa Maria
- Nov. 5:** Start the 170-mile third leg to Cabo San Lucas
- Nov. 7:** Lucina and Phil's Broken Surfboard Tacqueria Beach party on the beach – where else? – at Cabo.
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### NOTICE

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# 50TH ENSENADA RACE —

To paraphrase the old '60s slogan, "If you can remember the 50th Ensenada Race — or any Ensenada Race, for that matter — you weren't really there." The 125-mile slow-motion parade from glitzy Newport Beach to grimy Ensenada is traditionally more of a

port, and then start working towards shore. But as Yogi Berra once observed, "That works about 90% of the time, and doesn't the other half."

Everyone that wanted to make it to Ensenada eventually did, one way or the other. By Saturday night, the cocktailing, story-telling and general debauchery was in full swing. Sensing the futility of trying to cover a story this big — and aware that the glossies would do it for us (heck, even *Sunset* magazine was there!) — we soon gave up working and joined the celebrating masses. The weekend went by in a warm and fuzzy blur, one that we can only report in flashbacks:

\* First multihull to finish — The first 'funny boat' to Ensenada was Steve Fossett's *Lakota*, finishing in the relatively torpid time of 13:47:54. The only surprise here was that Fossett didn't sail his faster steed, *Stars & Stripes* — but ironically it was too breezy in



PATRICK SHORT

Above, our vote for best crew uniforms. Right, can you find the subliminal message here?

boozathon than a 'real' race, and this year was no exception. If anything, the hoopla was even higher-pitched than normal — as befitting of a golden anniversary, there were more boats (569, we think), more parties and more pageantry than ever.

The race itself, which is the excuse that connects the before and after festivities, was typically hateful. Hopes were high for a year like '95, which featured the best wind in recent memory, and the forecast certainly looked promising. In fact, it blew like stink from the north the day before the race. . . but then naturally fizzled by the noon start on Friday, April 25. A faint southerly stalled the massive fleet out on the starting line, causing lots of minor fender-benders, illegal motor usage and assorted other mayhem resulting in about 45 protests.

Eventually, the wind filled from behind, peaking at a paltry 10 knots. The fleet spent the night playing the shifts and trying to avoid holes — in short, your basic Ensenada Race. Most boats pulled out all the stops when it came to dinner that night, so at least everyone was well wine and dined. This year's winning track, from what we can tell, was to leave the Coronado Islands close to



ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED



the days prior to the race to get that fragile beast from San Diego to Newport. *S&S*, incidentally, still holds the multihull race record — 8 hours, 29 minutes under previous owner Dennis Conner in 1994. *Lakota*, however, lowered that record informally to 7:35:20 last year during a non-race speed run.

\* First monohull to finish — Mike Campbell's Andrews 70+ *Victoria* once again took line honors after 19:12:05 on the race track, also well off the monohull milestone (12:09:55, set in 1983 by the 84-foot *Christine* against a record fleet of 703 boats). Campbell seems to have solved the riddle of this sphinx, as he's finished first in four of the last five races! Roy Disney, who's done more than half the races and was this year's designated 'honorary skipper', piloted his *Pyewacket* across the finish line over an hour after Campbell.

\* First cruiser to finish — The MacGregor 65 *Seven Seas III* pulled in just 70 minutes after *Lakota*. Unfortunately, they were having so much fun they forgot to hoist their headsail upon finishing (a rule which helps the race committee identify the boats), and were disqualified. Except for sailing the first 20 minutes of the race (as required by the sailing instructions), *Seven Seas III* motored the entire way. This year, 114 boats 'sailed' in the motor allowance divisions — up from 75 last year when the class debuted. It's a weird deal, as evidenced by the MacGregor 26 with the 48-hp outboard strapped on



# KNEE-DEEP IN THE HOOPLA



PATRICK SHORT

*There were raft-ups before, during and after the race. Inset, we think 'Da Woodie' should add some sail area and race next year.*

back. What's next, Miss Budweiser with an Optimist rig?

\* **Last to finish** — *Eventide*, Vance Stapleton's 60-year-old Atkinson 38, took this coveted honor in 46:55:05 — with five minutes to spare! *Eventide* sailed in the Ancient Mariners class, and was one of two boats sailing that participated in the 117-boat fleet in the first race back in 1948.

\* **Best corrected PHRF time** — *Satori*, a Catalina 27 sailed by John Dean of King Harbor YC, took this honor. With the winds finally filling in solidly on Saturday afternoon, this year was a 'little boat' race.

\* **DNFs** — 86 boats were, well, 86ed for failing to finish before the 47-hour deadline. At least it was better than last year, when 267 of the 446 starters didn't finish.

\* **Most likely to succeed** — Dennis Conner, sailing in his 37th Ensenada Race, won PHRF-G with his chartered New York 36 *Low Orbiter*. We have to admire the guy: in some ways, it's easier to win the America's Cup than to pop up in the winner's circle of this crapshoot so routinely. The hardest part of the race for DC must be choosing which boat to sail — his fleet includes several Etchells, a Mumm 30, a CF 27, a Schock 35 and who knows what else.

\* **Best carnage** — *Magnitude*, Doug Baker's beautiful new Andrews 70+, had an

inauspicious debut. Not only did they get beat up on the race course by going too far inshore, the boat was involved in two fender-benders after the finish. The first was a docking accident in Ensenada that punched a hole in the boat's port side; the second and much worse accident occurred on the deliv-

*Tuxedoed windsurfers toasted the fleet on its golden anniversary, but the legendary San Francisco Prospectors pulled a no-show.*



PATRICK SHORT

ery north when *Magnitude* plowed head-on into an unlit buoy off Rosarito Beach. The new boat's 'nose job' was rumored to cost \$50k.

\* **Best screw-up** — The gorgeous Spencer 62 *Ragtime*, under new owner Scott Zimmer,

signed up to race in PHRF-A and started accordingly. They finished first in class — but didn't get the gun. Turns out the race committee had switched them into the ULDB class at the last moment, but never told them. *Ragtime* eventually won their appeal, and we heard that two first place trophies were eventually given out in the ULDB division — one to *Rags* and the other to *Cantata II*. Talk about confusing!

\* **Most surprised winners** — That was probably Lew Beery and his *It's OK!* crew, who won the mysterious new Americap class, a sideshow sponsored by SCORA "to promote and foster measurement handicap yacht racing." This was believed to be the first use of this simplified rule, which supposedly combines the precision of IMS and the user-friendliness of PHRF, in a major event on the West Coast.

\* **Winningest yacht clubs** — Dana Point YC once again won the trophy for most boats in the race, while Bahia Corinthian YC had the most trophy winners. Exact numbers in either category weren't available. The race is — how shall we say it? — delightfully unorganized, and 'solid' information like this proved hard to come by. But so what — it's only the Enchilada Derby!

\* **Most fun** — We figure about 5,000 people were involved in the race in some capacity, and certainly everyone we know had a great time. How could you not enjoy yourself in a race whose mission statement, penned five decades ago, was "To revive pre-World War II cruising races with an emphasis on fellowship rather than cut-throat competition."

**B**ottom line? The Ensenada Race is alive and well, and will undoubtedly outlive all of us. Here's to the next 50 years!

— latitude/rkm



# 50TH ENSENADA RACE

**TURBO** — 1) *Victoria*, Andrews 70+, Mike Campbell; 2) *Pyewacket*, SC 70+, Roy Disney. (4 boats)

**ULDB 70** — 1) *Alchemy*, And. 70, Dick Compton; 2) *Taxi Dancer*, R/P 68, Don Hughes/Bob Richards; 3) *Kathmandu*, SC 70, Lou Grasso. (9 boats)

**ORCA** (multihulls) — 1) *Lakota*, Custom 60, Steve Fossett; 2) *Star Trek*, Piver 41, Billy Stein; 3) *Delta Vee*, Corsair 31, Michael Lehman. (25 boats)

**IMS** — 1) *Amicus*, Olson 30, Don & Janet Warner; 2) *Plan B*, Choate 48, David Johnson; 3) *Bravura*, Farr 44, Dave Brennan. (8 boats)

**ULDB** — 1) *Cantata II*, Andrews 53, Ron Kuntz; 2) *Allure*, SC 50, Chuck Jacobson; 3) *Stealth Chicken*, Perry 56, Bruce Anderson. (27 boats)

**PHRF A** — 1) *Raider*, Ericson 46, James Linderman; 2) *Allegiance*, Andrews 39, K. Thomas/R. Seymour; 3) *Pendragon*, Davidson 45, David Gray. (37 boats)

**PHRF B** — 1) *Wapi*, Carrera 29, Blaine Rorick; 2) *Kiwi Sanctuary*, Hobie 33, Graham Dawson; 3) *Masquerade*, Choate 40, Timothy Coker. (26 boats)

**PHRF C** — 1) *XS*, Mull 30, John Thawley; 2) *Ebullient*, Pinnacle 30, William Bunney; 3) *Passage*, C&C 36, John Becker. (16 boats)

**PHRF D** — 1) *Slicker*, NA 40, B. Newson/J. Barber; 2) *Testosterone*, Olson 30, Scott Harrison; 3) *Lorenza*, Baltic 38, John Donahue. (18 boats)

**PHRF E** — 1) *Low Orbiter*, NY 36, Dennis Conner; 2) *Tranquility*, CF 37, Max & Shirley Lynn;



*Dennis Conner took a busman's holiday from his Whitbread and America's Cup campaigns to beat up on Class 'E'.*

3) *Hetaira*, Santana 37, Scott Atwood. (36 boats)

**PHRF F** — 1) *Snafu*, Santana 30/30, Kevin Olenick; 2) *Rascal*, Catalina 38, Wayne Noecker; 3) *Misty*, Cal 39, Harold Alexander. (28 boats)

**PHRF G** — 1) *Hot Rum*, Mull 33, T. Pache/A. Castillon; 2) *Fat Chance*, Chance 33, S. Likins/F. Saldana; 3) *Pussycat*, Peterson 34, John Szalay. (36 boats)

**PHRF H** — 1) *Thunderbox*, Andrews 26, Ian Trotter; 2) *Whisper*, S-2 9.1, Alton Berg; 3) *Casablanca*, C&C 38, Steve Olds. (31 boats)

**PHRF I** — 1) *Mischief*, Martin 242, Bruce Schumacher; 2) *Sheezaladee*, CF 27, J. Silver/P. Hambrick; 3) *Tres Gordo*, Cal 30, D. Price/R.

Hasbach. (26 boats)

**PHRF J** — 1) *Spartan*, Rhodes 42, S. Ward/P. Blackman; 2) *Molly*, Catalina 30, Bob Pattillo; 3) *Obsession*, Catalina 30, Bill Apps. (18 boats)

**PHRF K** — 1) *Daydream*, Pearson 32, S. Wright/L. Pahnke; 2) *Crossing the Rubicon*, Cal 27, Rodney Percival; 3) *Passages*, Ranger 29, Ronald Toman. (33 boats)

**PHRF L** — 1) *Satori*, Catalina 27, John Dean; 2) *Serena*, Catalina 27, John White; 3) *Nomi Chai*, Catalina 27, Larry Schmitz. (24 boats)

**S-CRUZ** (spinnaker) — 1) *Marley's Ghost*, Catalina 36, Gerald Douglas; 2) *Cheyenne*, Whitby 45, Jim Cash; 3) *Willow Wind*, Cal 40, Wendy Siegel. (30 boats)

**N-CRUZ** (non-spinnaker) — 1) *Lady Katie Tool*, MacGregor 26, Phil Collins; 2) *Varsouviana*, Force 50, Duncan Milne; 3) *Laura Lee*, Hunter 33, Charles King. (28 boats)

**G-CRUZ** (gennaker) — 1) *Sierra*, Newport 33, Douglas Rousse; 2) *Infinity*, Catalina 38, Stephen Gulland; 3) *Fair Dinkum II*, Hunter 30, Donald Lewis. (59 boats)

**ANCIENT MARINERS** — 1) *Shanti*, Lapworth 36, Art Smith; 2) *Vignette II*, unknown, Walter Russakoff; 3) *South Pacific*, Aiden 37, Mike Wams. (14 boats)

**J/35** — 1) *Max Q*, Dennis Grose. (5 boats)

**SCHOCK 35** — 1) *Piranha*, David Voss. (7 boats)

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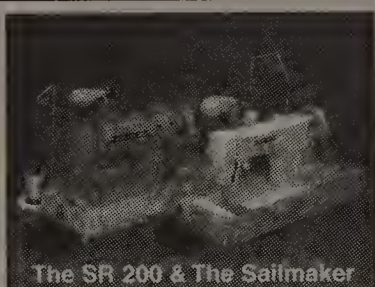
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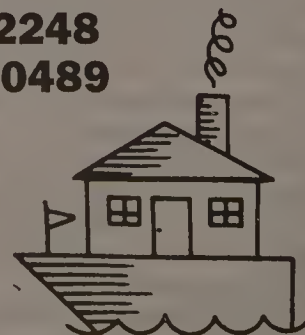
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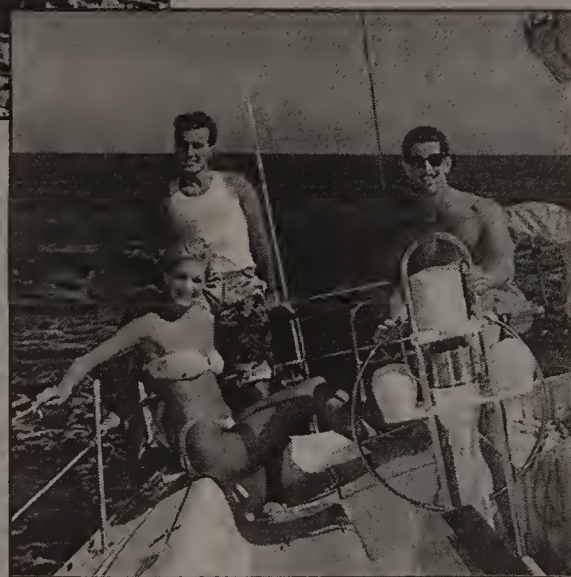
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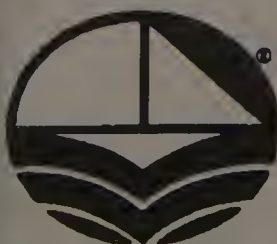
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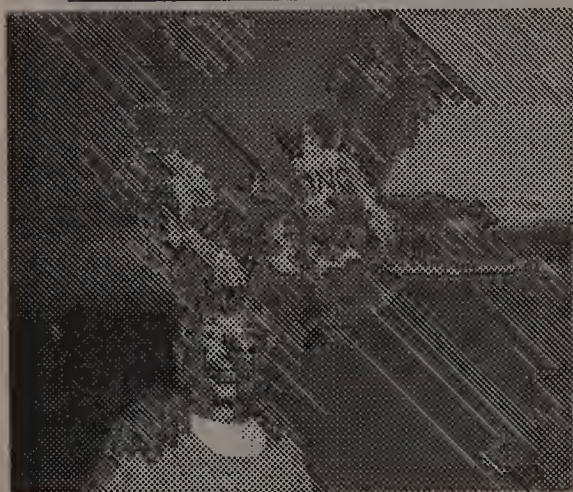
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# SEA OF CORTEZ RACE WEEK

**R**ace Week 1997 was a big success in spite of one problem — the wind gods were uncooperative.

The annual festivities started out fine, with a lovely day for the Kick-Off Party at Club Naval in La Paz. There was plenty to eat and drink, as well as entertainment by



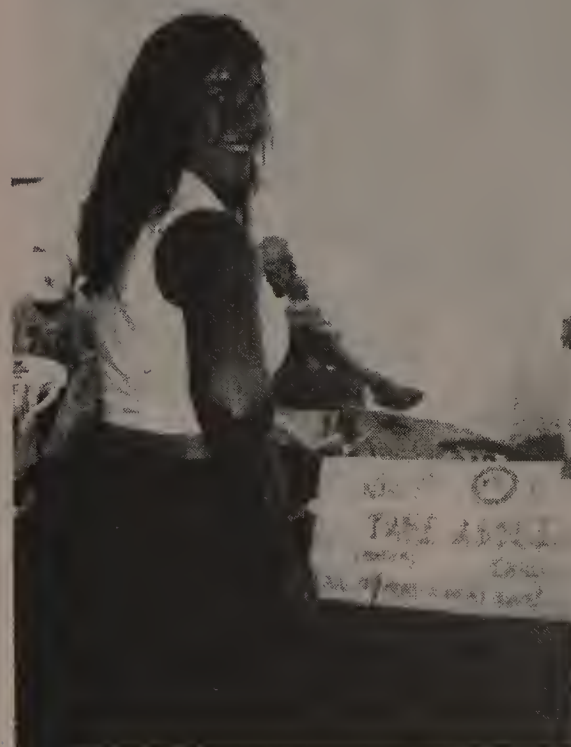
ALL PHOTOS TIM TUNKS/SCALLYWAG

*Just as Bill Clinton's sax playing helped get him elected, the fact that Mary and Barney are both fine musicians helped them win their crowns.*

folklorico dancers. Most cruisers were 'properly' attired in their Race Week '97 T-shirts. Five couples were nominated for King and Queen, there was a contest for 'augmented' T-shirts and many prizes raffled off.

Sunday dawned clear, with a light southeast wind, and soon the fleet paraded out of the harbor. It was quite a sight, as

*No doubt about it, former Queen Nancy of 'Cruiser' has got some of the nicest... chili in the Sea of Cortez!*



boats were under sail, or at least motor-sailing. The starting line was out near Roca Lobos, manned at either end by the Race Committee boats, *Scallywag* and *Promise*.

'Padre Timo' of *Scallywag* was organizing the race on the VHF, (with help from Bob on *Promise*) so there were laughs as well as information. Starting at 11:00 a.m., all classes went off on time, though some boats didn't cross the line until an hour later! The wind was light, so only the fastest, lightest, boats shot ahead.

*Over-the-line is a baseball game with no running, although having a sense of humor and enthusiasm are mandatory — and beer drinking is suggested.*

For the second year, the first boat to finish was *Pa'Alla* an F-31 trimaran. *Wings*, a Serendipity 43 and *Inspiration*, a classic 491 Garden steel ketch also distinguished themselves in Race One. Priorities being what they were, most boats cranked up their engines when the wind died and motored into the anchorage to start partying. The wind never died completely, though, and some die-hards (like us) chose to keep smiling and persevere, finishing as late as 5:30.

**B**each activities that evening included an hors d'oeuvres potluck, Wild Wooden Horse Races and the Election of King and Queen of Race Week. The Corona beer tent was set up on the beach nearby and was selling cold brews for a dollar. (The beer guys, locals from La Paz, stayed open all week in spite of high winds later and did a brisk business the whole time — they were still selling suds several days after Race Week to the hardcore partiers who were forced to remain there to recuperate!)

After a few hours of eating, drinking and counting of votes, the King and Queen were announced: Barney and Mary of *Gypsy*. They're a great couple who've attended a number of Race Weeks in the past. They returned from the Seattle area again this

year on their Pearson 371 for an open-ended cruise in the Sea. As well as being fun, friendly folk, they are wonderful musicians. Mary plays guitar, Barney plays banjo and they both sing and write music.

**T**he crowning of the new King and Queen had all the pomp and spectacle that



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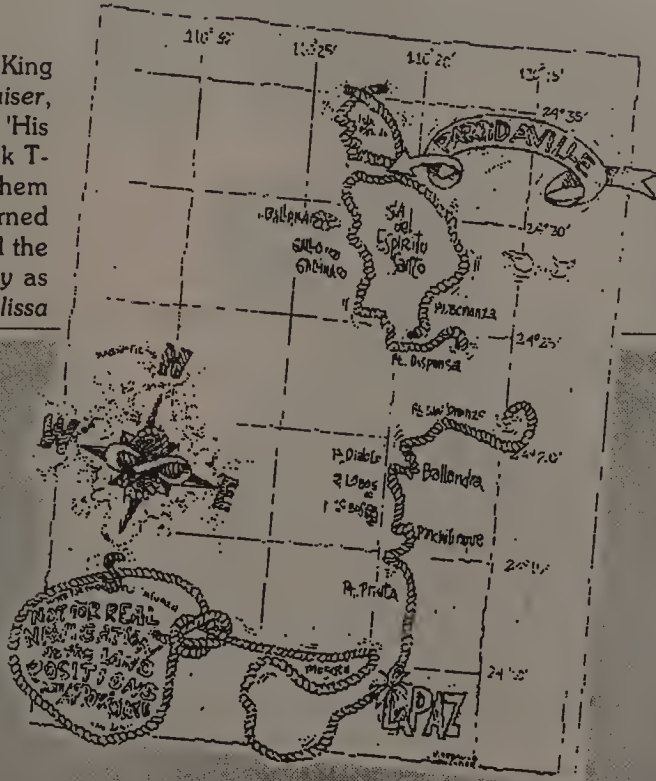


## — WINDY & WHACKY

such a ceremony deserves. Last year's King and Queen, John and Nancy from *Cruiser*, handed over new crowns and official 'His Highness' and 'Her Majesty' Race Week T-shirts to their successors, who accepted them with regal grace. The evening soon turned into a raucous jam session that included the King and Queen, Dave of *Irish Melody* as well as 'El Pepe' and 'Her Sueness' of *Melissa*

playing some good ol' rock 'n' roll under the Big Top.

Pepe and Sue were the primary organizers of Race Week '97 and they really did it right. In spite of all the questions, comments, problems, changes, challenges and helpful but misguided suggestions they continued to smile, lead and play — in more ways than one — all week and longer.





# SEA OF CORTEZ RACE WEEK



(Thanks to them from all of us who attended!) Padre Timo filled the function of official 'Race Guy' in addition to ministering to the spiritual needs of his oft-troubled flock. . . Or was that administering spirits?

Monday morning started early with an official proclamation from the King that the net should start 30 minutes later than scheduled. Long live the King! Keith of *Shangri La IV* was the Race Week net controller and ran it with his usual panache. The day was action-packed for kids as well as for adults. Judy and Steve of *Magic Moments* organized lots of kids games and events all week; Monday's project was create-your-own Race Week T-shirt. They were really creative and artistic!

Afternoon brought the first games of the Race Week over-the-line tournament at the

beach. Russell and I organized this event, with a lot of help from our friends, so our boat, *Watchfire*, was the official over-the-line headquarters. For non-San Diegans, 'OTL' is a baseball game with no running, though a sense of humor and enthusiasm are mandatory and beer drinking is suggested. Race Week's version was played half in the knee-deep water, with a huge green plastic bat and tennis balls — definitely not regulation! It was a wild, wet couple of games. Folks also played volleyball and horseshoes, as well as board games.

That night was the chili cook-off and Jesse's chili won again. *It's good chili, folks.* (Jesse and Connie of *Topaz* had come out to the island two days early to unload all the tables and chairs, set up the beach and the Ladies sanitary facilities.) There were lots of

winners that night, for presentation and best chili name, too. Some presentations were pretty inspired, but none were as wacky as the winning cow costumes that *Moonshadow* of Reno sported, complete with *uddersfull* of tequila to be squirted into the mouths of those willing to kneel for it. It was a hot and spicy evening for all. As Shannon of *Zombie Woof* says, "Cool beans!"

Tuesday was a little bit windy, which was nice for the race that day at noon. Most people recovered aboard from the previous day, though there were a lot of things to do on the beach as well. Wednesday was windier still; but there were children's activities — as there were everyday — in spite of the flying sand. The kids had fun



## — WINDY & WHACKY



doing some wonderful shell art on the beach and *Magic Moments* followed up with more games. The rest of the day's activities were 'blown out' including OTL and volleyball. Strong winds blew straight into the anchorage all day, diminishing in the late afternoon and increasing again at night.

Luckily, though, the breeze died down Wednesday evening so the dessert contest went off as planned! Forty judges tasted each of the desserts in their category in addition to eating their fill of the potluck dishes. Hey, this was hard work! I tasted dozens\* of desserts and they were all s-o-o-o good. As usual, there was plenty of crazy creativity in the presentation of and naming of the sweet delights.

By Thursday, the morning net included a list of boats that dragged the night before.

The strong winds drove substantial swells into the anchorage each night and some anchors were just not up to it. Kay, from *Wanderosa*, Commodore of the Club Cruceros de La Paz (which sponsors Race Week) was named 'Drag Queen' for the number of times she and her crew dragged anchor. Boats moved on purpose too, jockeying for better positions in the crowded bay.

Needless to say, Thursday's Race went well, with plenty of wind, right up until the boats were nearing the starting line. Padre Timo thought up the concept for this race, in which the 'course' was a one-hour run out to a GPS mark and then back. And, yes, some people did call in by VHF to say that they couldn't see the mark!

Friday was still windy but the wind shifted in the afternoon to the north, making the beach the place to be. Although many events had to be canceled or postponed, festivities of one kind or another went on all day. For the children there was storytelling, a sing-along, a puppet show and the Kids Wild Wooden Horse Races. Every kid placed at least once and there were prizes for all. A guy sitting in a beach chair near the 'racetrack' with beer in hand said, "This is the funnest thing so far!"

That afternoon everyone gathered under the tent for the swimsuit contests. Good Queen Mary hosted the men's contest and was wonderfully wry as she interviewed the mostly shy hunks. All were judged on not only physique but presentation and personal philosophy. First place went to Keith of



## Sea of Cortez Race Week Entry Form

### Racing Class: (Check one)

- ☐ Laid Back ☐ Laid Further Back ☐ Competitive Club Racer  
☐ 'Grand Prix' Aggressive Type (if you checked this box you might be in the wrong regatta)  
☐ Motor Vessel Predicted Log ☐ Race Week assist and transport vessel

**Liability Release:** Welcome to Mexico. . . watch your step! You are responsible for your own safety and welfare. Assume that the race organizers are irresponsible in all respects. If you don't have a good time, it is probably your own fault. Do your best not to endanger yourself or others. Absolutely no whining!

### Attitude Pledge

I promise that I will not get pissed off at anyone. And if I break that promise and do get pissed off I will air my ire according to the Rules of the Regatta: to wit. . . I will write the nature of my grievance on paper first, and post it on the "Race Board". I will tell anyone who will listen about how I was unjustly treated. Should I complain without first writing my grievance (i.e. if I do #2 above before I do #1) I will be subject to one or more of the following penalties:

- A. Anyone who listens to me may demand that I buy them a beverage of their choice before I continue my complaint.  
 B. I may be publicly humiliated in some imaginative manner.  
 C. I may be required to sit in the 'Bad Sport' corner during the awards ceremony.

*Shangri-La IV* from Escondido. Many of those men were a bit the 'worse for beer' and may still not know they were in the contest!

The Ladies' contest was emceed by the beaming King Barney, who watched appreciatively as the contestants strutted, shimmied or simply showed their stuff. The winner was Her Sueness of *Melissa*, with second going to the lovely *Veronica of Shangri-La IV*.

Padre Timo soon announced the week's overall winners to shouts and applause. Overall Regatta winner in the Multihull

*At first glance this entry form looks pretty much like any other. . . But read the fine print!*

division was *Jzerro* a Pacific Proa, and *Wings* won the monohull division. Bottles of rum and other prizes went to many other crews for different reasons, including style and creativity. Richard of *Petie II* won the children's contest.

Live music followed, including the original songs that had been written for the Royal Couple's 'Put It Back' songwriting

contest, in which every entrant was a winner — as was the audience. Poems were read, bottles of rum were given away and a good time was had by all.

By Saturday morning there were only about 40 boats left, the die-hards, as we called ourselves. The weather was lovely, sunny and calm so the party went on. That day saw volleyball games, over-the-line, an impromptu potluck and a bottomless rum punch. The local fishermen joined us for baseball and volleyball, shaming everyone with their athletic ability, good sportsmanship and enthusiasm. They had the temerity to beat the Royal Team, who had been the reigning champs.

With a smaller group on the beach, everyone had a place under the tent when the sun got too hot. The 'intellectuals' played chess and other games, talked or watched the sports from a safe distance. As the sun sank, the games ended and music began again. It was a great after-party party — a fitting end to a super Race Week, and I'm glad we stayed around for the duration.

— jennifer redmond

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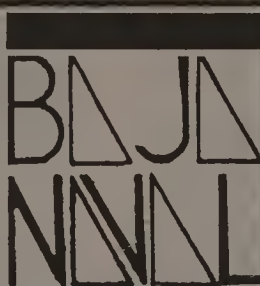
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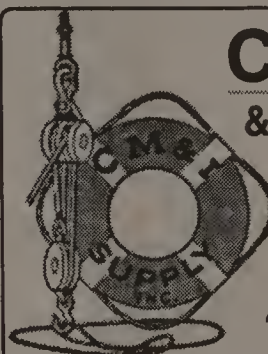
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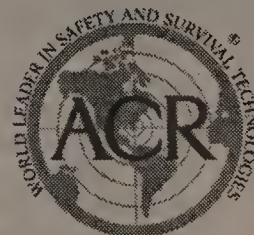
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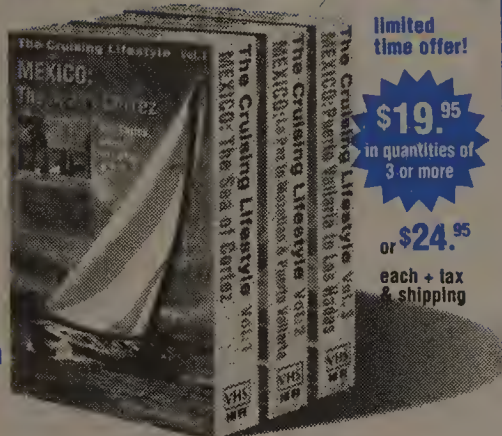
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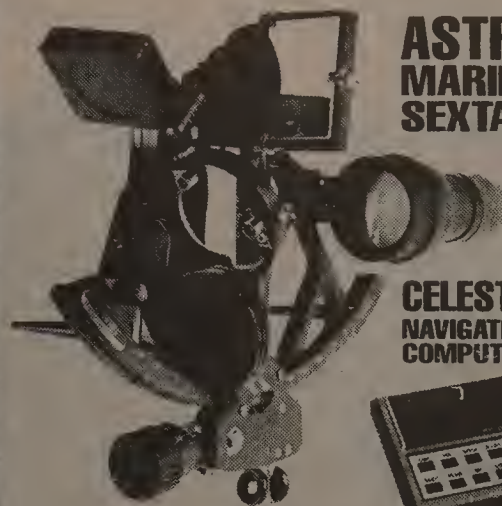
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"How'd you do?" I shouted to Lee over the roar of the crowd.

"Don't know!" she yelled back. "Nothing's posted yet. What about you?"

"They're still trying to sort out the start for my class," I answered. "Not everyone caught

*Lee let loose her usual rant about the shortcomings of 18th Century naval signaling technology. . .*

the postponement at the beginning of the starting sequence."

Lee shouted back something that I couldn't understand, so I motioned for her to meet me outside the bar where the noise level was low enough for us to talk at normal volume.

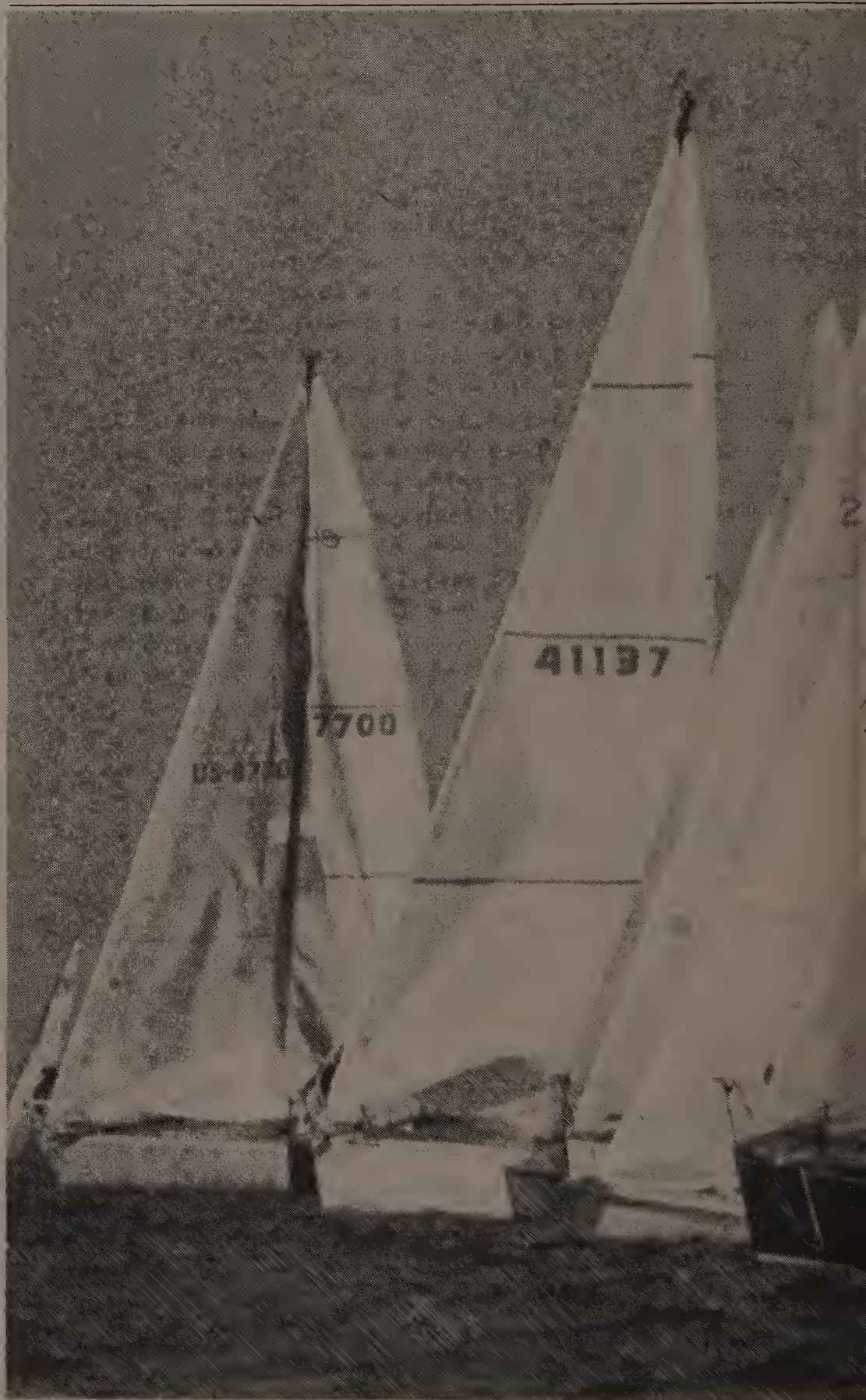
"On our boat," she explained as we sat at an empty table in the dining area, "we spotted the 'P' flag so at least we knew there had been a postponement. But it was tough to get in close enough to see it through that mess of boats during the pre-start. And like, it's lucky the postponement was only five minutes. How in heck do they expect boats that arrive in the middle of that long sequence of starts to get any quantitative data from a binary 1-bit signal? For this kind of event there should be a class flag or something to keep the starts in sync."

I wasn't sure what she meant about "binary signals," but Lee then let loose her usual rant about the shortcomings of 18th Century naval signaling technology, and how simple it would be for the RC to make judicious use of the VHF to save a long starting sequence from ending in chaos.

It was a big regatta and the yacht club was packed. Lee Helm, a naval architecture student who sometimes crews for me but more often chooses something newer and faster, was racing on a new sport boat. I was racing my heavy racer/cruiser. It would have been a great day of racing except for some problems at the both the start and finish.

"We know who started incorrectly in our class," Lee continued, "so if that's what's holding up the scoring, all the RC has to do is ask. But there's another problem. The instructions say "leave the finish line to port if finishing downwind, to starboard if finishing upwind."

"Even I know that you can't change the



definition of finishing," I said confidently. "So the instruction is redundant. Still I don't see how it could cause a problem if the RC sets the line consistent with that instruction."

"Remember how the wind died at the end of the race, and blew from the east for a while?"

Suddenly it dawned on me what the problem must have been.

"We finished in a light easterly," she said. "Going upwind on what would have been a run if the wind hadn't done a 180. Some boats looped around, some looped around and then re-crossed, some just came straight



# RACE COMMITTEE MELTDOWNS



LATITUDE/ROB

*A well-organized race committee is a pleasure to behold — and to race under.*

through ignoring the race instruction, which was the right thing to do in this case. But the boats that looped, even though they should have known better, have a good case that

they were prejudiced by brain-dead race instructions."

"Well, if the committee has any sense," I said, "they'll count the first finish in any direction."

"Except that I don't think they wrote down all of the various finish times," Lee

speculated. "They have some video, but it wasn't taken from the committee boat, and I doubt that it's a continuous record."

**M**eanwhile two more racers had joined our table as vacant seats became



scarce all over the dining area.

"Did you catch the new amendments for tomorrow?" one of them said to the other, handing him a sheet of paper. "They added four new courses. Can you plot these up tonight and make sure the waypoints are all

barging into their conversation. "It's a typo made decades ago that's been carried over in the standing instructions ever since."

example of why someone else who knows the material should always proofread. I mean, take that midwinter race last year

## THE DEADLY SINS OF RACE COMMITTEE

### Administrative

- Don't have race instructions ready 'til the day before the race.
- Don't mention the starting time of the first race in the Race Notice.
- Don't accept 'late' entries after the Monday before the race.
- Don't bother to set the RC clock to WWV or other time signal.
- Adopt the attitude that 'The only correct time is Race Committee time.'
- Issue daily amendments that should have been incorporated into the original sailing instructions if the RC had been thinking (or bothered to look at the amendments from last year).
- Use the club bulletin board for amendments, even though most of the boats come from other locations and don't stop at the club before the race.
- Combine two classes not racing each other in a single start.
- Discourage protests. If you don't expect the competitors to play by the rules, then the race committee doesn't have to, either.
- Put inexperienced people on the protest committee because "they need the practice."
- If a mistake is made, never admit fault, accept blame, grant redress or re-open a protest hearing unless forced to by an appeal.
- Wait at least a week before publishing results.
- Give silly trophies with separate plaques that don't fit the trophy.

### In the Race Instructions

- Identify marks in confusing ways, such as: 1) Giving distances from charted landmarks without specifying true or magnetic directions. Or without specifying which part of the landmark the direction is taken from. For example, "1.2 miles southwest of the Berkeley Pier." 2) Using landmarks unknown to most racers and not charted on nautical charts, such as "The finish line will be west of the new Emil Villa's Restaurant." 3) Identifying marks by their characteristics instead of their numbers. Race committees have been known to call marks things like "Fl R 4 sec," but that's not what the racers will see painted on the buoy.
- Use incorrect grammar with multiple interpretations — "All yachts shall have all equipment required by YRA, and the Coast Guard regulations." Literally, this sentence says that only a copy of the CG regs is required, not the equipment mentioned therein.
- Say things that violate physics, such as "no boat shall sail between the buoy and the shore, as if solid land connected the two." When a boat does sail between the two there is no way to figure out

what penalty or exoneration procedure to use.

- Use instructions like "The committee boat shall be left to starboard when finishing upwind, and to port when finishing downwind."
- Use one end of the starting line as a leeward mark, and time the race so that one class will be starting while another is rounding.
- Use a flag or placard indicating start or finish line restrictions that is invisible to boats approaching from upwind or downwind.

### On The Water

- Don't give the racers any way to establish where they are in the starting sequence if they arrive at the starting area after the sequence begins. Especially after a postponement of undetermined length.
- Never use the radio to communicate with racers, especially as backup for course changes and recalls when conditions make it difficult to see and hear visual and sound signals.
- Postpone exactly at a scheduled start, so that no one knows if it's the current start or the next start that's postponed (and they're more apt to confuse the sound signals with starting signals).
- Waste time getting the course exactly square to the wind, because racers need to sail on both tacks for exactly the same amount of time.
- Never answer simple and non-prejudicial questions from racers.
- Change the course signal flags a few seconds after the preparatory signal for the class they refer to.
- Don't bother to check that the race has at least one windward leg, or that the 'permanent' mark they're being sent around has been missing or off-station for weeks.
- Don't set the line at least approximately square to the wind.
- Set leeward gate marks that are not equally positioned upwind.
- Don't bother to use GPS for positioning temporary marks for a time-on-distance race. If the race involves several laps which multiplies position errors, don't use differential GPS.
- Don't buoy the bitter end of the RC anchor rode (this would make it too easy for the RC boat to slip off if a racer's keel or rudder snags the rode, without losing the gear).
- On two-race days, keep the fleet waiting at least 90 minutes between races so they can have a leisurely lunch.
- Change a postponement into a cancellation just before the wind comes up after only waiting an hour.

stored as routes?"

"Okay," he sighed. "But why couldn't they have included those courses in the first place? It's not like this is the first time in history the wind hasn't been right out of the west this time of year."

"Yeah, you'd think they'd know how to write race instructions by now," said the first sailor. "And they need to work on their punctuation too. At least they should run it through a grammar checker to get the commas right."

"I've always liked that phrase, 'nothing shall relieve a yacht of a proper start,'" I said,

"All they need to do is have a couple of experienced racers sit down and carefully proofread the instructions," Lee noted. "I've seen more than one race ruined because this wasn't done."

"Um, if I were you, Lee," I taunted, "I wouldn't be talking too much about proofreading after that racing rules test you gave me a couple of months ago."

"Oh yeah, that," she blushed. "The dyslexia was pretty obvious there. But like, that's the sort of thing that happens, and a good

where the RC passed out a course sheet with some of the courses misnumbered. . ."

"I was in that race," said one of the sailors next to us. "Lost the series because of that goof by the RC."

"And then of course we have Starting Lines from Hell," added his friend.

By now the table was full, and other voices were joining the chorus of racers recounting various race committee atrocities.

"There was that race where they changed the course right after the prep signal instead



# RACE COMMITTEE MELTDOWNS

of before it. . ."

"And the time they used the postponement flag by mistake when they really meant to signal a general recall. . ."

"And that line you could only cross on port. . ."

"And that time they canceled after only an hour of postponement because the RC had theater tickets. . ."

"And the time they sent us around a YRA mark that had been missing for months. . ."

"**W**hat do you think is the answer to less-than-adequate race committee work?" I finally asked.

"Those RC seminars seem to be well thought of," said one racer. "Maybe attending those should be mandatory."

"I doubt that it would make any difference," said the person next to him. "The classroom-and-lecture format is a notoriously inefficient way to teach a group of people who all walk in with different levels of

## HOW TO FIX POOR RACE MANAGEMENT

- Allow some bennies for the RC and helpers such as club apparel, free dinners, good equipment, RC trophies.
- Design races that are easy to run, so that people will return more than once to run them. Ways to do this: Minimize the use of temporary marks, keep start/finish lines close to the host club, and don't expect RCs to anchor in locations with unusually strong current.
- Make sure some experienced racers proofread the race instructions.
- Make a video record of starts and finishes (to sort out improper starters, crowded finishes, and help resolve protests).
- Use the minimum number of on-the-water RC crew.
- Plan a backup for the RC boat. Any racer with red, yellow, and blue boat cushions, an air horn, and a VHF can save a race if the RC doesn't show.
- Don't rely on race management seminars to turn poor RC personnel into good ones. A seminar is never a substitute for racing experience and common sense.
- If someone is good, keep them motivated. Give them autonomy and let them do things their way. Never nominate them for a YC board position!
- If someone is not good, get them out of that role. Best way to do this is to put them on the flag officer ladder.

"They might be valuable for the more experienced RC types to trade tips and war stories, just by getting them all together," he answered. "But those aren't the people who usually show up at those things. And as primary training sessions they're not worth much. You get far more mileage out of

testing.

"That's very basic training methodology," said a woman across the table from him. "And you're right about non-interactive lectures being only marginally useful if you expect measurable results."

"The RC needs to be whopped with a clue stick!" said one burly deck ape, banging his beer bottle on the table. "All of 'em!" He proceeded to tell a tale of woe and intrigue involving a protest hearing he was never given an opportunity to attend, a lost appeal, and a club that he'll never set foot in again.

"But let those who are without RC screw-ups cast the first stone," added one of his mates. "What about the time you were on the committee for that team race, and you gave the team from the other club a handwritten course sheet

with the wrong course!"

"I took my lumps for that one, I did!" he insisted. "Cost me three bottles of Don Perin-whatever-the-hell champagne, it did!"

"Now that's accountability," remarked another racer as she sipped the house white from a plastic glass.



knowledge."

"I thought the race management seminar was pretty good, the one time I went to one," I said.

*One 'mark' of a good race committee is printing accurate locations for race marks.*

written material. If you really want to train people to know how to respond quickly to a variety of situations, you need repetition and

"I think we just have to start paying the RCs," said one voice. "Get sponsors and pay them what it takes to get professionals. Like what they do for some of the big events in Southern California."

"It's an attractive short-term fix," said



another sailor, "but ultimately it means that the races are being put on for the sponsors' benefit and not for the racers. I don't like to think where that leads, in the long run."

"And like, these corporate sponsors don't come in and support racing out of altruism," said Lee. "Especially the companies that make stuff unrelated to sailing. They want viewers to see the logos. If it was up to them there'd be only a handful of boats racing and the rest of us watching on TV — just like powerboat racing."

"Well then stick to sailing-related sponsors — the ones that have an interest in keeping lots of people racing in big fleets."

"Then you're left with nothing but a few big regattas for only the big fleets," said another voice. "And the volunteers desert en masse when some people are getting paid to do the same job."

"Even the big-time sponsors aren't about to pay what it really costs to get good RC personnel at professional rates," said another voice.

"Not on a weekly basis, at least. So it

doesn't help YRA level races at all."

"Event sponsorship is the new trend," said another racer. "Some of the biggest and most successful race events in the country are now fully sponsored. It's raised the profile of the sport over the last few years — just look how much more coverage those events get in the media."

"And look how the total number of people racing has dropped over those same years," added Lee.

"Anyway, the national events are irrelevant to our problems with local committees." I said, trying to get the discussion back on track.

"Maybe we have to require racers to put in time on race committees in order to qualify for the season," suggested someone at the far end of the table. "I know clubs that actually do this."

"It's a formula for disaster," someone responded, and the debate went back to sponsorship issues.

Once again the noise level had risen too high for normal conversation, so we moved

out to the deck overlooking the harbor.

"Maybe the real secret," I suggested to Lee, "is finding that one person in each club who really likes doing race committee. That one person, maybe two, who'll go out week after week in their own boat and take pride in setting square lines and getting all the signals right. Clubs have to get better at finding these people, and motivating them to fill that role."

"Except that sometimes that 'one person' turns out to be a congenital brain-donor who latches on to the turf and won't let go."

"That's always a possibility," I allowed.

"Maybe the real problem," said Lee, "is that you can't fire a volunteer."

"But you can re-assign them," I noted. "Usually making them commodore gets them out of the RC business for a year or two."

"For sure," she agreed. "In most yacht clubs, that's a position where they can't do nearly as much damage."

— max ebb



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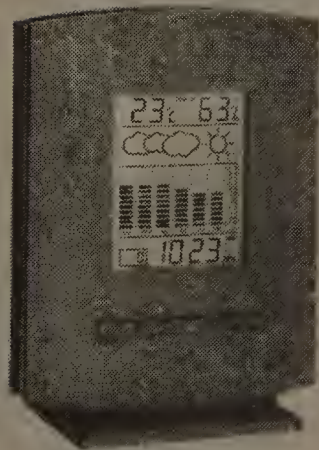
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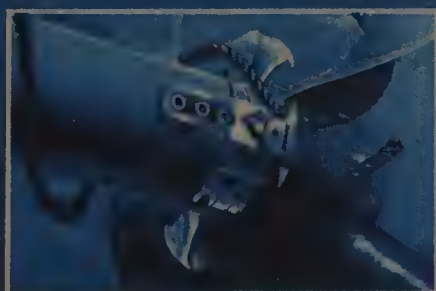
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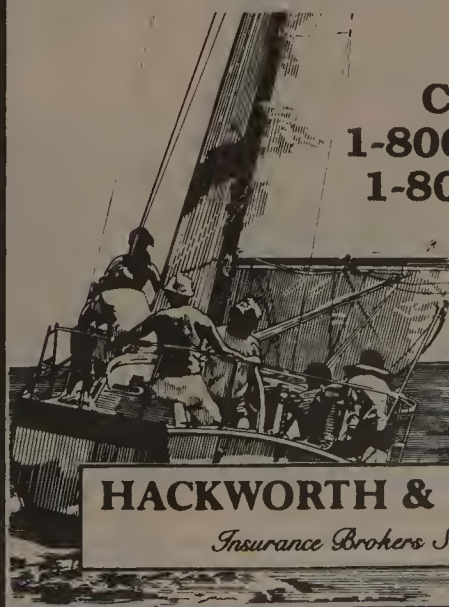
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With reports this month on **A Unique Square Rigger Sailing Opportunity**, a long-time charter skipper's **Most Outrageous Charter Party**, an **Off-Season Charter Through the Cyclades** and miscellaneous **Charter Notes**.

## What Ship Was That, Anyway?

If you're addicted to all things nautical — as we are — you probably couldn't resist watching the high-seas adventure flick *White Squall*, despite the ho-hum reviews it received. Now out on video, this recent Disney thriller dramatizes the true story of 13 young 'sail training cadets' who set off on an eight-month voyage across the Caribbean and South Pacific before their ship, the brigantine *Albatross*, met her catastrophic end in a tempestuous 'white squall'.

What's all this got to do with chartering? It so happens that the ship used in the film, the 132-ft *Eye of the Wind*, is one of a rare breed of square-riggers that welcomes men and women of all ages aboard for hands-on sail training on bona fide ocean passages.

In case you couldn't tell, the capsizing scenes were shot on a movie set — actually in a 2.5-million-gallon water tank in Malta. And no, they did not give the *Eye of the*

*If you think you know it all, just step aboard a square rigger. Passage-making on the 'Eye of the Wind' is exhilarating and educational.*

Launched from a German shipyard in 1911, she was built to cross oceans in all weather, fully loaded with cargo. First rigged as a topsail schooner, she crossed the Atlantic numerous times bringing South American hides to Europe, then split seasons fishing for herring off Iceland and carrying cargo across the Baltic and North Seas.

She worked tirelessly until an engine room fire gutted her in 1969, leaving her so badly damaged she was almost given up for scrap. Luckily, though, in 1973 a group of wide-eyed square-rigger aficionados took on the massive project of renovating her for sail training voyages. The new owners were ahead of their time, incorporating quality 'recycled' materials into the refit: old railway timbers were shaped into pin rails, a teak dance floor was reborn as a deckhouse, church pews were converted to seats and paneling from a London bank spiffed up the saloon. Thanks to the vision, sweat and determination of these traditionalists, the *Eye of the Wind* is still going strong today, taking sixteen paying 'voyage crew' and 10



LATITUDE/ANDY

*Wind* a dunking for the sake of authenticity. If her 86-year history of world voyaging is any indicator, it would take a nastier storm than that one to do in the *Eye*.

professional mariners on exotic, blue-water voyages throughout the South Pacific and elsewhere.

Her post-refit 'shakedown' cruise was a

circumnavigation, followed a few years later by a repeat performance. She participated with other tall ships in the First Fleet Reenactment in '87-88 (commemorating the arrival of the English in Australia) and the Gran Columbus Regatta in '92, and has been seen in at least a half-dozen films including *Shogun*, *Taipan* and *Blue Lagoon*.

British registered, yet based in Australia, the *Eye* invites everyone from teenagers to retirees to sign on for single or multiple legs of her annual South Pacific circuits. This summer she island-hops on the tropical trades through Tahiti, Fiji, Vanuatu and the Solomon Islands. Each leg includes an inter-island passage as well as time for exploring at each end.

Adding to the balance of activities, the *Eye* is one of the very few vessels of its kind — perhaps the only one — to offer scuba





LATITUDE/ANDY

Seen here at a tall ships race in '92, the 'Eye of the Wind' is one of a small group of traditional square riggers that offers hands-on sailing to spirited sailor of all ages — no previous experience necessary!

diving. And in unspoiled places like Vanuatu and Fiji, it's an incredible bonus.

In September, the ship returns to Australia, spending time in great diving spots like the Coral Sea and Lizard Island. Perhaps the most enticing entry on her upcoming schedule, though, is joining the Sydney to Hobart Tall Ships Race in late January.

You needn't have previous square rigger experience to join — who does? In fact, no previous sailing experience is required. Trust us, you could spend your whole life sailing on modern yachts and be totally confused on a square rigger. A veritable spaghetti of lines descend from the yardarms to 'pin rails'

along the bulwarks. Unlike contemporary racers, square-rig sailors consider it sacrilegious to label which line does what, but — like a Chinese puzzle — unraveling the mystery is half the fun.

You'll find no winches or high-tech mechanical advantages aboard; the idea of traditional sail training is to sail by the time-honored methods of marlinspike seamanship. Teamwork is the operative word here, as it takes perhaps a dozen crew to jibe (or 'wear') the mainsail. Everyone on board is expected to stand watches daily, taking turns at the helm, trimming sails and helping to navigate — although paying crew are not required to go aloft. A common byproduct of these shared experiences is the forging of long-lasting friendships.

Although she's authentically traditional above decks, accommodations are a world away from what tall ship sailors endured in the olden days. 'Voyage crew' are accom-

modated in nicely-appointed two-berth cabins. The showers are hot and the food is hearty and plentiful.

Square riggers like the *Eye of the Wind* may not plane across the wavetops like an ultralight, but there are few experiences in the realm of sailing more awe-inspiring than gazing up at clouds of billowing white canvas as the warm trade winds push you ever onward through the tropics. Ya oughta try it sometime!

In the US, the *Eye of the Wind* is represented by The Adventure Company, (800) 388-7333; diver/sailors interested in the underwater attributes of specific destinations may choose to book through Adventure Express, a San Francisco diving specialty company, (415) 442-0799 or (800) 443-0799.

— latitude/aet

## A Most Remarkable Charter Party

Whenever we swap tales with charter skippers, we invariably come around to one of our favorite subjects: the wild and wacky things charter guests do. The following is the best we've heard in a while.

A van pulled up with some 40 people wearing an unusual blend of tacky polyester outfits. To be exact, they all looked like Herb from *WKRP in Cincinnati*. Turns out they were all fertilizer salesmen.

As they boarded and made introductions, our impression was that the group had what we'd call 'luke warm' personalities. They slowly drank the beer and wine we offered them with their legs crossed and their hands in their laps.

As we headed out it was blowing a good 25 knots out of the NW and we were blasting along nicely. When I asked some of the group how they liked it so far, they said, "Pop in this CD and you tell us!" It was the *Best of Clarence Carter*.

The first song that came on was called *Strokin' It*. All of sudden these folks came to life. The guys jumped up and grabbed the gals and they all started 'dirty dancing' — beer spilled all over the decks. The gals were screaming and the guys looked like something out of a bad version of *Saturday Night Fever* or *Dirty Dancin'*. If you're not familiar with Clarence Carter, his bawdy lyrics go something like: "I stroke it to the North and I stroke it to the South. I stroke it everywhere; I even stroke it with myself!" Get the picture?

What a sight it was watching these people 'let their hair down'. We reached speeds of 15 knots while they took turns on the helm.



We got through most of that wild CD before it was time to head back to port. When these crazies saw the harbor entrance their personalities transformed once again. They passed around a tube of hair gel and a comb, straightened their ties and coats. When we reached the slip, they disembarked as gracefully as they boarded.

We just shook our heads and laughed, "Those people really rocked!" The experience taught us not to let our first impressions lead us to the wrong assumptions.

— scott lighthall  
chardonnay, sc 70  
santa cruz

Charter yacht crews: Can you top this one? If you've had some offbeat adventures with guests lately, we'd love to hear about them. — Ed.

## Off-Season Island Hopping in Zorba's Wake

The endearing story, the sound of the bousouki, and the stark black and white visuals of the movie *Zorba the Greek* confirmed our decision to go Greek in the land of myth and legend.

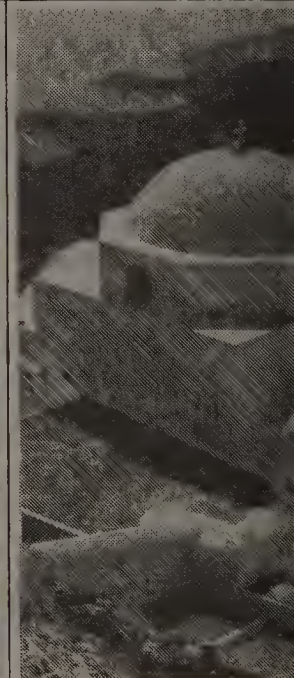
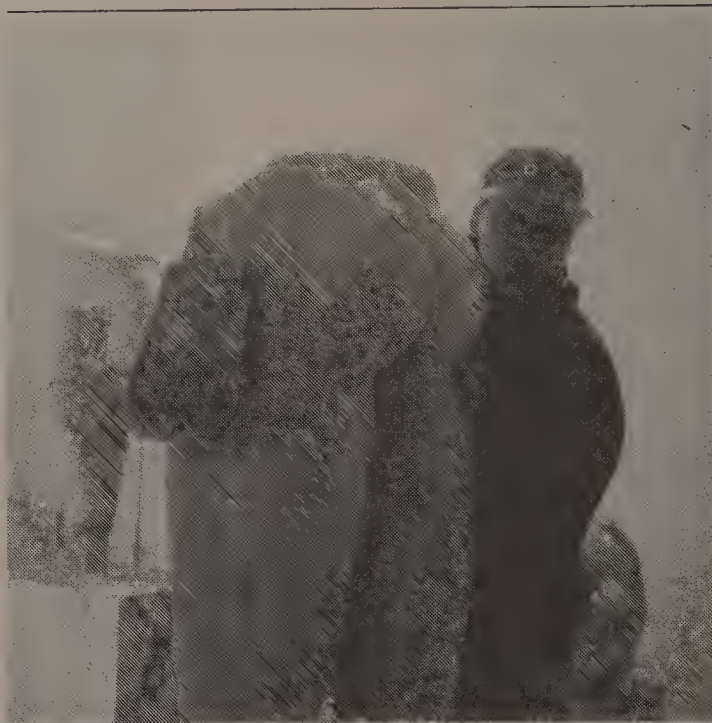
As recent transplants from San Francisco to Atlanta, where the Centennial Summer Games were to be held in the summer of '96, the idea of a springtime ('96) visit to Greece seemed perfectly appropriate.

Academic Spring Breaks and Frequent Flyer free ticket availability determined our



*Ryan, Jim and Priscilla Troy relax by the quay on Kea after a long day's hike. Their yacht awaits, lying stern-to in the background.*

vacation dates beginning on the eve of the Spring Equinox (March 22) and ending on a total lunar eclipse (April 4). The ancient celestial sea routes of the Aegean also



proved to be the ideal setting for our constant vigil of the Comet Hyabutake.

Since our proposed sailing dates were well before the normal 'season', finding a charter company was surprisingly difficult. One company would not consider a start before April 1, while another claimed to have no skippers willing to charter that early! Could the Aegean be that intolerable 10 days prior to Opening Day?

Next, I called GPSC, whose specialty is the Greek Isles. They were eager to accommodate us with their top-of-the-line yachts and best skippers at huge pre-season discounts. We booked *Sailing Magazine's* favorite, the 51-ft Express 510 for a mere \$300 per day!

Because we wanted to explore lots of islands, night sailing would be necessary and

*Clockwise from upper left: Contemplating ancient 'buns of marble' at Delos; relaxing on Paros; the view through an ancient portal at Naroosa, Paros; 'cubist' houses on Serifnos; fishing boats moored against Venetian ruins.*

desirable, with most days left available for jaunts ashore. Since none of us had ever gone to the effort to get certified for coastal cruising and celestial sailing is frowned upon by charter companies, we also arranged for a GPSC skipper. His local knowledge, clout, and language skills were a great benefit. Besides, I didn't want to have to dive into the cold Aegean every day to check the anchor!

Our crew was made up of family and significant others. All were healthy sailors at various levels of proficiency, but familiar with the challenges of SF Bay sailing, so we figured the Aegean would be relatively easy. There is virtually no current and the 56



# OF CHARTERING



ALL PHOTOS: PRISCILLA TROY

Cyclades Islands — 24 of which are inhabited — are unified in a circle (cyclos).

Perhaps it was the magic of Spring, but for some reason we were upgraded at no additional expense to a Custom 580 Sport (which retails in high season for \$980). With her kevlar hull, 88-ft titanium/aluminum mast, deep-fin keel and 120 HP turbo Mercedes diesel she was sweet and fast. Below decks, her five-cabin layout was finely crafted with teak, mahogany and cherry.

Before setting sail, we spent three days in Athens touring ruins and museums, and enjoying the locals of La Placa — the old district. Not at all like its younger classic sister, Rome, we found that Athens more resembled Buenos Aires or Mexico City — polluted and deteriorating, yet friendly, exotic and inexpensive.

The Athens marina at Kalamaki Harbor is enormous and was filled to capacity with

magnificent yachts — it occurred to us that every Athenian must own a boat to escape to the sea for fresh air. Just as the catalog cover, text and photos had promised, our yacht *Arianna* stood out beautifully within the fleet. Dimitris Papis, our handsome young skipper had returned earlier in the day from his previous charter, and had cleaned and partially provisioned *Arianna* before our arrival. Each of GPSC's upscale yachts has one skipper who is permanently assigned to it, thus insuring top maintenance and complete familiarity.

After fully discussing our itinerary we set sail for a full night's run to Serifos under the prevailing winds of 30-40 knots. We'd originally planned to visit Tinos first, but since the Cyclades are laid out in a circle there's no wrong way to begin.

Out in open water we got a taste of the challenging conditions which keep most folks from sailing at this time of year — we had no rain, but plenty of hugh rolling swells and big gusts. At about 11 p.m., we docked in Serifos, and immediately hit the local taverna, where it was announced that we were the first tourists to arrive on the island in 1996. Happy and warm from retsina wine, we slept soundly and awoke to an adult Disney World.

*Cruising the Greek Isles, you are constantly reminded of the area's centuries-old heritage.*



Cycladic wandering over the next 11 days delighted our adventurous spirits. With the help of Rod Heikell's *Greek Waters Pilot* and *The Lonely Planet Trekking Guide* we filled our days with hikes through terraced olive orchards and along old donkey trails, or

rented mopeds to ramble across each island end to end. Many restaurants and discos were being refurbished for 'the crowds' that would soon visit, but the local favorites with true Greek cuisine were open to service the full-time villagers. We met a few German and Swedish charterers along the way, but even in famous Santorini, ours was the only yacht in the harbor.

The cost of our Greek skipper more than balanced the benefits of his friendships with the harbormasters, ferry captains, cab drivers and taverna owners. We received many special services and were quoted prices below published rates. Docking privileges were the most important of these favors.

Whether you sail these waters by crewed yacht or bareboat, the Cyclades hold many memorable attractions. Some of the highlights of our cruise were downing ouzo and octopus in Athens, and a trip to the Olympic stadium; hiking along mule paths through the olive groves of Sifnos; learning the winemaker's art in Santorini; eating the famous bread of Ios; learning to mend fishing nets in the village of Naoussa; bartering for lace in Parikia; exploring an archeological dig at Delos, and picnicking at Cleopatra's Palace there.

All in all, it was a fascinating trip — even in the off season!

— Priscilla Troy  
Atlanta

## Charter Notes

It seems more and more ladies are looking for women-only sailing opportunities these days — including offshore passage-making. As we go to press there is still one spot open on one of the best, an **all-woman** crossing from **Hawaii to Newport Beach** aboard the **64-ft sloop Volcano**. This 20-

*'Volcano's' upcoming three-week crossing from Hawaii will let a boatload of women know whether the offshore sailing life is for them.*





# WORLD OF CHARTERING



day trip (July 16 - August 25) covers 2,225 miles. Call **OCC Sailing Center** for details at (714) 645-9412.

Closer to home, **Doctor Kent Benedict** — 'emergency medicine at sea' guru and occasional *Latitude* contributor — has announced a new series of three-day **Sailing and Marine Ecology Adventures**

With the completion of its new base at **Maya Cove, BVI**, **Sun Yacht Charters'** operation is now much closer to **Beef Island International Airport**.

to be run this summer out of Santa Cruz. Trips will include kayaking at the Elkhorn Slough Reserve, snorkeling at Stillwater Cove (in Carmel Bay) and a visit to the Monterey Bay Aquarium. An on-board

naturalist will be on hand to address specific interests. These Friday-to-Sunday trips begin July 18 and will take six or fewer participants. Call **Pacific Yachting & Sailing** for info: (408) 423-7245.

After promoting everybody else's vacation sailing programs in these pages month after month, it's a thrill to finally be able to announce a trip of our own — an official **Latitude 38 bareboat flotilla**, that is. Although we did run a very successful flotilla to Tonga a few years ago, we've been reluctant to get involved in the flotilla biz 'cause. . . Well, frankly, because it normally takes every ounce of energy we can muster to put out the bloody magazine each month. That being said, however, we've had so many requests for *Latitude*-sanctioned flotillas that we've decided to run one or more each year. Next May we'll visit the exotic **Leeward Isles of Tahiti with Sun Yachts**. It should be a gas! Check the ad in this issue. While both monohulls and multihulls are still available, the group size will be limited.

We'd also like to hear your ideas about other destinations we should focus on for future trips. Thailand, Greece, Guadeloupe, New Zealand? Drop us a note or zap us an e-mail c/o 'The Latitude Flotilla Meister'.

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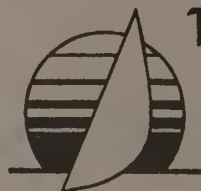
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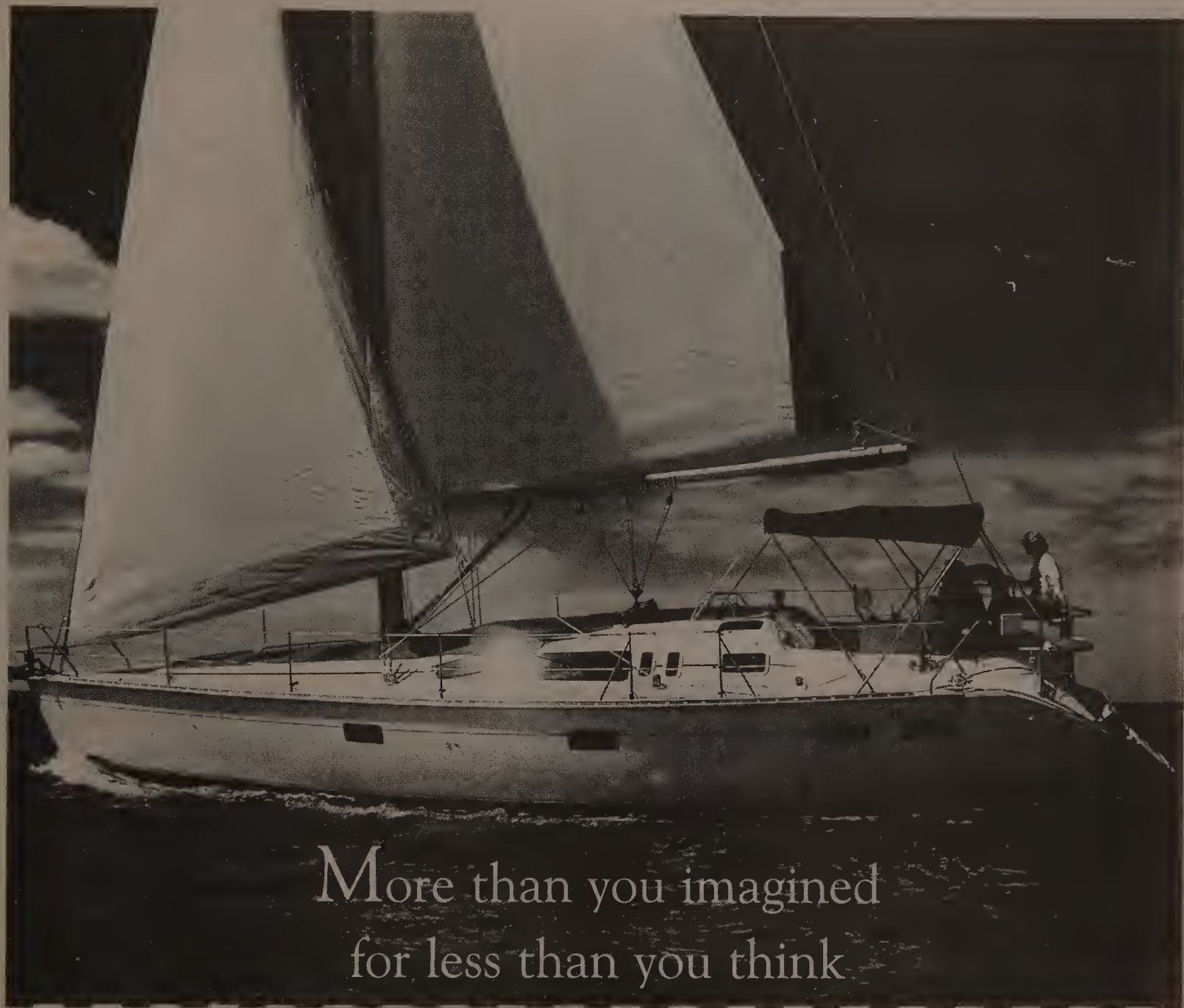
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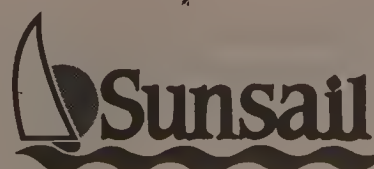
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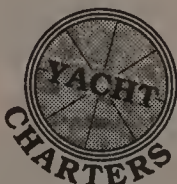
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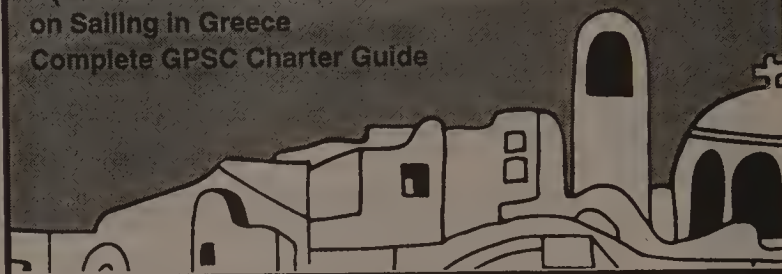
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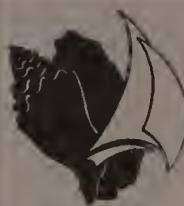
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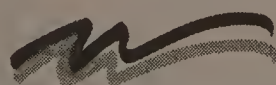




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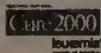


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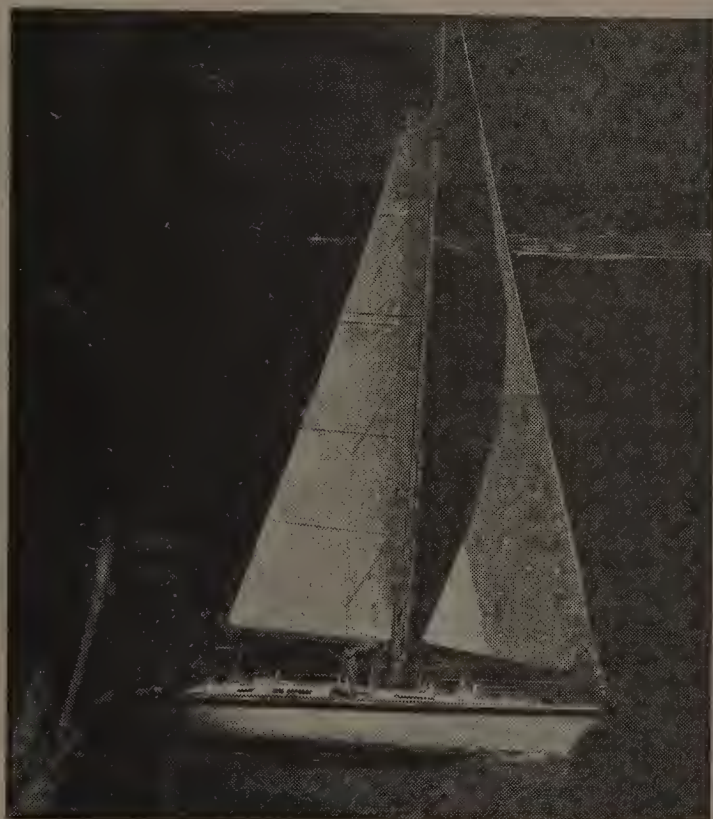
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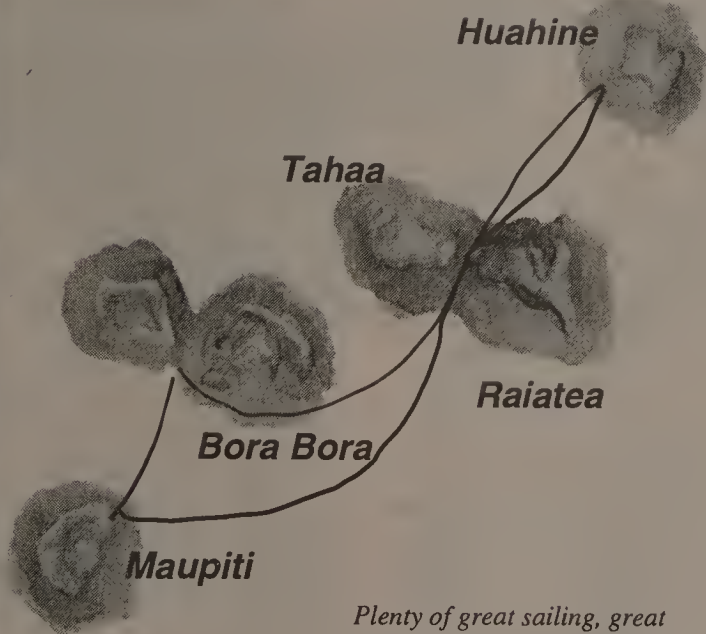
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# THE RACING

With reports this month on the well-attended **Doublehanded Farallones Race**, the mellow **DuxShip Race**, mayhem at the **Stone Cup**, rockstar match racing at the **Golden Gate Invitational**, the **Konocti Cup** on Clear Lake, the **Sears/Bemis/Smythe** eliminations in Santa Cruz, the **Elite Keel Regatta**, St. Francis YC's **Memorial Day Regatta**, and the standard ration of **box scores** and **race notes** at the end.

## Doublehanded Farallones

Unbelievable! On April 26, Dave Hodges and Scott Walecka won the Doublehanded Farallones again, bringing their remarkable string of overall victories in this race to 7-out-of-8. Their only 'loss' was a uncharacteristic fourth last year when they took Dave's boat *Fatuity* for the first time instead of Scott's *Adios*. This year, the dynamic duo switched back to *Adios*, which has a headfoil and "better karma in the ocean," and reclaimed their throne.

And they didn't just win — they won huge, despite the Moore's recent rating adjustment from 156 to 150. The runner-up on corrected time, Doug Frolich's *Moore 24*

Doublehanded Farallones first team competition.

"For a change, we sailed really well in the beginning of the race," claimed Hodges. "We saw the hole at Bonita, and went south to avoid it. Then, we played the shifts for a few hours to claw back north. When the wind built and stabilized, we dropped our 150% onto the outboard lead and fetched the island. We set the big kite, stayed a bit north of the Lightship on the way in, and managed to carry all the way to the finish line while everyone around us was wiping out and going to jibs."

*Adios* finished at 5:05 p.m. after a relatively easy 8 hours, 40 minutes on the 58-mile race track. "It was an exceptionally nice day," remarked Dave. "For once, we didn't do any sail changes, and we stayed dry the whole day. Normally, I'm wiped out physically after one of these things — but not this time. I jumped out of bed and went fishing the next day!"

Race chairman Peter Hogg did his usual superb job of running the race, as well as getting the results out in a coherent and timely fashion. In fact, Peter posted complete results on the internet less than three hours after the race ended, staying up 'til dawn on Sunday to accomplish the task. ("I had a lunch bet riding on it!" noted the Kiwi multihuller.) It definitely established a new standard among local race committees, many of whom seem to have trouble getting results out even a week later.

"Hodges and Walecka are incredible — they own this race," noted Hogg. "Maybe we should just retire the Doublehanded Farallones trophy. We could give the damned thing to them, and then rewrite the rules so they can't come anymore!"

Independently, Hodges confessed that he's getting a little burned out, and was considering retiring from the race anyway. "Or maybe we'll borrow something bigger and go for first-to-finish," he said. "Yeah, that would be kind of fun!"

DIV. I (ULDB < 120) — 1) *20/20*, J/105, Phil Gardner/David Clark; 2) *Peregrine*, Mumm 30, Kim Desenberg/Colin Moore; 3) *Blue Chip*, Mumm 36, Walt Logan/Carlos Badell. (6 boats)

OLSON 30 — 1) *Stray Cat*, Pepe Parsons/Rebecca Dymond; 2) *Speedy Gonzales*, Dave Carrel/Juan Tellez; 3) *White Knuckles*, Dan & Carol



Benjamin. (7 boats)

DIV. II (ULDB > 120) — 1) *Velocious*, SC 27, GW Grigg/Mark Schipper; 2) *Moonchild*, Olson 25, Tim & Bruce Kelbert. (5 boats)

MOORE 24 — 1) *Adios*, Dave Hodges/Scott Walecka; 2) *Low Profile*, Doug Frolich/John Donovan; 3) *Gelifetch*, Shana Rosenfeld/Bill Keller; 4) *Fools at Large*, Eric Malmberg/Mike Evans; 5) *Nobody's Girl*, Sydnie Moore/Glenn Vigeurs. (17 boats)

EXPRESS 27 — 1) *Motorcycle Irene*, Will Paxton/Jay Lambiotte; 2) *Desperado*, Suzette Smith/Mike Bruzzone; 3) *Mirage*, Terry Cobb/David Torrisi. (8 boats)

DIV. III (PHRF < 105) — 1) *Aquavit*, J/105, Tom Sponholtz/Peter Winter; 2) *Punk Dolphin*, Wylie 39, Jonathan Livingston/Mark Adams; 3) *Razzberries*, Olson 34, Bruce Nesbit/Ronald Brown; 4) *Elan*, Express 37, Frank Morrow/John Kerslake. (12 boats)

DIV. IV (105-129) — 1) *Maybe*, J/29, Todd Hedin/Liz Baylis; 2) *Dance Away*, Santana 35, Doug Storkovich/Ron Kell; 3) *Take Off*, Laser 28, Shannon McKown/Greg Byrne; 4) *Grey Ghost*, Zaal 38, Doug



LATITUDE ARCHIVES

'Adios' — chariot of the gods.

*Low Profile*, finished a distant 25 minutes behind *Adios*. Against a 119-boat fleet, this was a massacre right up there with Custer's Last Stand. As icing on the cake, Hodges also captained Santa Cruz YC's winning team (*Adios*, *Velocious*, *Stray Cat*) in the





LATITUDE/ROB

**Easy going on 'Swiftsure II' during the DuxShip Race. Has this boat ever lost a local race?**

Grant/Kurt Sabo; 5) **Hotfoot**, Choate 30, Tim Forstreuter/Steve Hutchinson. (13 boats)

DIV. V (130-157) — 1) **Silkys**, WylieCat 30, Larry Riley/John Skinner; 2) **Eastern Breeze**, J/30, Chris Kostanecki/Tim Wells; 3) **Uno**, WylieCat 30, Steve Wanner/Dave Green; 4) **Moonshadow**, Wylie 31, Wayne Behrens/Steve Straub; 5) **Tinsley Light V**, WylieCat 30, Hank Grandin/Doug Ehrenberg. (15 boats)

DIV. VI (158-180) — 1) **Doctor Who**, Merit 25, John Drewery/Jonathan Killip; 2) **Chesapeake**, Merit 25, Jim Fair/Charlie Doggett; 3) **Eyrle**, Hawkfarm, Tom Condy/Sylvia Seaberg; 4) **Chelonla**, Yankee 30, Ed Ruszel/Gary Cox; 5) **Roadhouse Blues**, Hawkfarm, Torben Bentsen/Brian Boschma. (17 boats)

DIV. VII (181-above) — 1) **Tutto Benne**, Ranger 23-T, Mike Warren/Dan Simonsen; 2) **Sensel**, Cal 2-27, Terry McKelvey/Hell Rolka; 3) **Current Asset**,

Islander 30 Mk. II, John W. Bowen and John Bowen; 4) **La Befana**, Catalina 30, Randy & Bill Hough. (11 boats)

MULTIHULLS — 1) **Ja Mon**, Farrier 25-C, John Kocol/Mike Klimpl; 2) **Erlin**, Antrim 30+, Dan Buhler/Jim Antrim; 3) **Deflance**, Cross 46-R, Bill Maudru/Kurt Jurden. (8 boats)

OVERALL — 1) **Adios**; 2) **Low Profile**; 3) **Velocious**; 4) **Motorcycle Irene**; 5) **Silkys**; 6) **Moonchild**; 7) **Gelfetch**; 8) **Eastern Breeze**; 9) **Fools at Large**; 10) **Desperado**. (119 boats)

FIRST MONOHULL TO FINISH — **Blue Chip**, 8:06:25.

FIRST MULTIHULL TO FINISH — **Deflance**, 7:12:39.

### DuxShip Race

Sausalito YC's 31.6-mile DuxShip Race went off without a hitch on the grayish day of May 10. Sixty-one boats sailed in the pleasant lap upwind to Duxbury Reef, followed by a too-tight spinnaker reach to the Lightship and a tame run home. Like the

season-opening Lightship Race, conditions were mild-mannered enough that most boats never dug deeper into their sail arsenals than the #1 jib and half ounce kite.

Also like the Lightship Race, a big boat won overall despite the current helping the fleet in both directions. **Swiftsure II**, sailed by Chris Corlett in the absence of owner Sy Kleinman, hit the shifts perfectly on the way upwind to Duxbury and then waterlined her way around the rest of the course to finish in 4 hours, 22 minutes. Corlett and his minions — which included Steve Taft and Dick Pino aft of the traveller — corrected out by five minutes over the next boat, the SC 50 **Dolphin Dance**.

"**Swiftsure** is terrific upwind," noted Chris, "and this race spends more time on the wind than a lot of the others. It was definitely the right boat for the day, but I also think we pointed it in the right direction. . . It was a pretty routine day in the ocean. Our highlight was seeing whales circling off Point Bonita as we headed back in!"

Next up on the ocean circuit — which has been suspiciously mellow so far this year — is the Drakes Bay Race on June 7-8, followed by the Hard Day's Night Race on June 21. The latter is a 53-mile race which starts at 6 p.m. — not exactly everyone's cup of tea, but perhaps a good shakedown for boats sailing down the coast in the following weekend's San Francisco to Santa Barbara Race.

PHRO I-A (lite) — 1) **Swiftsure II**, Schumacher 54, Chris Corlett; 2) **Dolphin Dance**, SC 50, Dave Sallows; 3) **Gal-Jin**, J/130, Robert Shaw; 4) **Recidivist**, Schumacher 39, Colin Case. (10 boats)

PHRO I-B (lite) — 1) **Melange**, Express 37, Steve & Susan Chamberlin; 2) **Petard**, Farr 36, Keith Buck; 3) **Stop Making Sense**, Soverel 33, Dean Briggs. (6 boats)

PHRO II-A (heavy) — 1) **Cirrus**, Steadfast 40, Bill Myers; 2) **Blown Away**, C&C 33 Mk. II, John Morris; 3) **Je T'Alme**, J/42, Pat Nolan; 4) **Wide Load**, Santana 35, Bruce Wilcox. (10 boats)

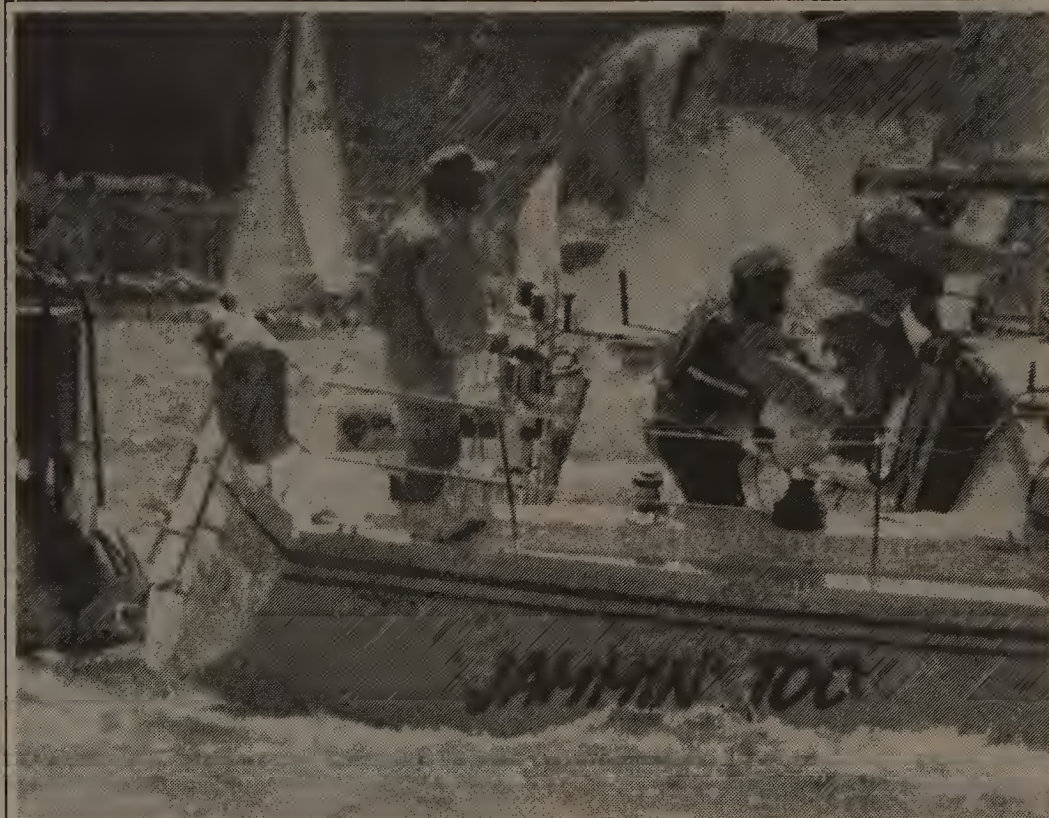
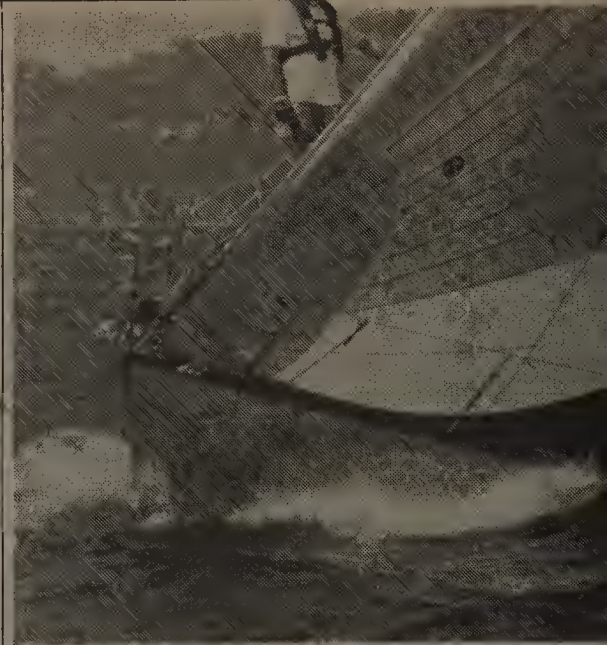
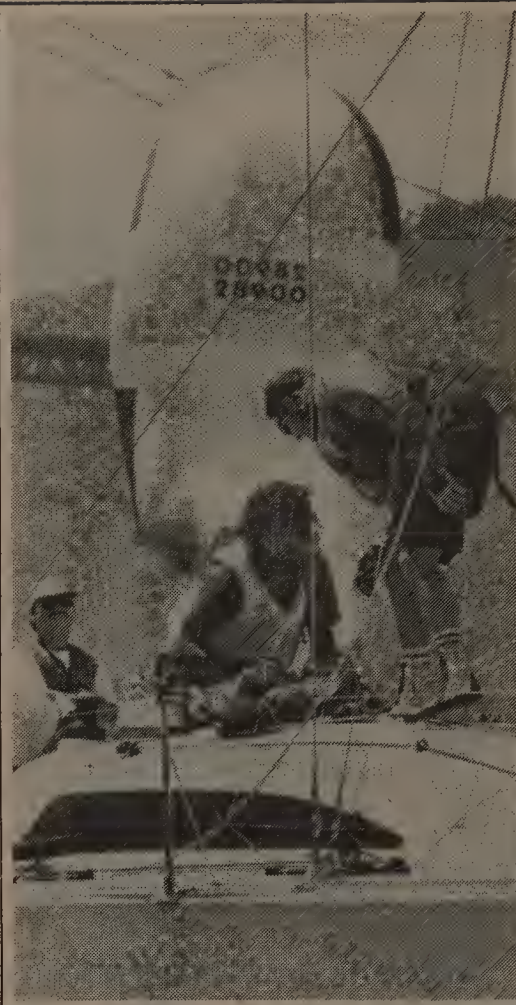
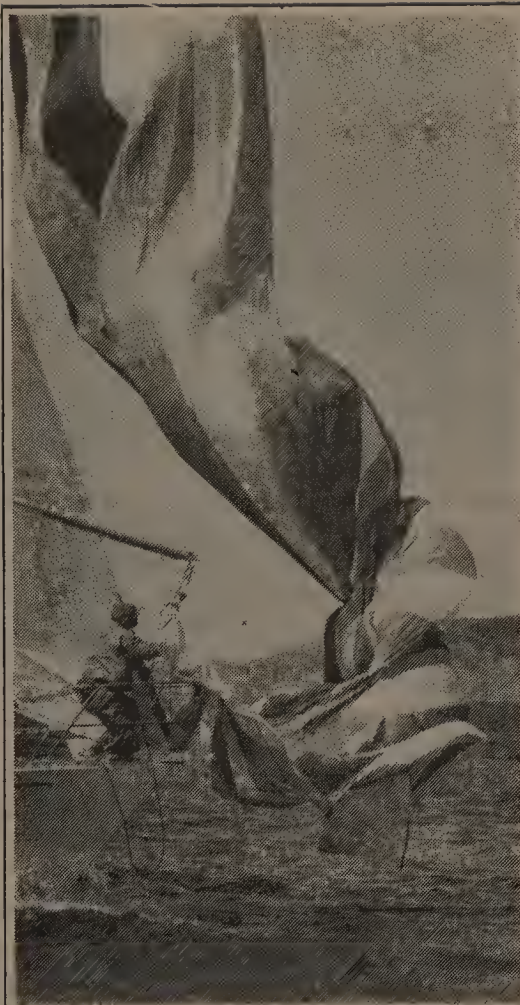
PHRO II-B (heavy) — 1) **Island Girl**, Islander 36, Frank Burkhart; 2) **Scotch Mist**, Cal 39, Raymond Mlinehand; 3) **Best Revenge**, Newport 33, Charles Johnson. (6 boats)

MORA I (lite) — 1) **Friday**, Express 27, John Liebenberg; 2) **Baffett**, Express 27, Forest Basket/ Tom Baffico; 3) **Wachi Wara**, Olson 30, Bob McLeod; 4) **Desperado**, Express 27, Mike Bruzzone. (9 boats)

MORA II (heavy) — 1) **Redux**, Olson 911-S, Nick Barnhill; 2) **Takeoff**, Laser 28, Ron Bryne; 3) **Freewind**, Cal 9.2, The Lessleys; 4) **Tutto Benne**, Ranger 23-T, Mike Warren. (9 boats)

SHS — 1) **Tinsley Light V**, WylieCat 30, Hank Grandin; 2) **Carlene**, WylieCat 30, Fred Saltero; 3) **Grey Ghost**, Zaal 38, Doug Grant; 4) **Giggles**,





Baltic 38, Dale Parshall. (10 boats)

MULTIHULL — 1) Erin, Antrim 30+, Dan Buhler. (1 boat)

### Stone Cup

St. Francis YC's annual Stone Cup, normally one of the highlights of the HDA summer schedule, was pretty messy this year. The four-race PHRF series, held on the blustery weekend of May 17-18, was a car-

nival of chaos and carnage. "The whole weekend was a nightmare," claimed an HDA official who asked not to be identified. "It was a good weekend for the marine industry, but not anyone else."

The problems started during Saturday's second race, when confusion reigned as to whether the finish line (between the StFYC race deck and 'A') was actually restricted on the run from Blackaller down the Cityfront.

A second issue was whether the starting line (between 'A' and the committee boat) was restricted as well. We witnessed no less than four different solutions to the problem, and many red flags fluttered as a result. "Okay, maybe the race instructions were a little too creative," admitted race manager Matt Jones. "But, in fact, the finish line wasn't restricted until we were on station on the race deck about an hour later."





*Scenes from Saturday's pleasant Stone Cup. In hindsight, we wish we'd been there Sunday instead! All photos 'Latitude'/rob.*

Remarkably, the jumbled results of that race were allowed to stand. To reduce the confusion on Sunday, the race committee elected to run all the races off the race deck — okay for the little boats, but an accident waiting to happen with the big ones. To

escape the flood, most of the dozen Division 'G' boats started on the favored inside of the line, which left them little maneuvering room given the geography of the course.

Barely a minute into the race, the N/M 39 *JackRabbit*, on port, crashed into the J/40 *China Cloud*, on starboard. *JackRabbit*'s expensive carbon fiber rig exploded with a huge bang, but fortunately no one was hurt. *China Cloud*, despite being on starboard,

was later DSQed under the new rules for not giving *JackRabbit* room and opportunity to avoid the collision.

By the end of the second race on Sunday, during which winds peaked around 35 knots against the ebb, the damage count stood at two rigs (*Abracadabra II*, an Antrim 27, was the other), two booms (*High Risk*, *Scorpio*), one boat on the rocks (*Double Agent*), and a whole bunch of busted mainsails and spin-



# THE RACING

makers. "I'd say only about a third of the fleet flew kites in the last race," noted *Sweet Okole* crewmember Dick Pino. "Everyone was shell-shocked by then."

DIV. F — 1) **Scrap Your 2-Stroke**, F-27, Russell Long, 1.5 points; 2) **Indigo**, DragonFly, Mike Taylor. (4 boats)

DIV. G — 1) **Bulissette**, Mumm 30, Scott Easom, 4.25 points; 2) **Blue Chip**, Mumm 36, Walt Logan, 20; 3) **High Risk**, Smith 43, Jim Mizell, 21; 4) **Recidivist**, Schumacher 39, Colln Case, 21. (12 boats)

DIV. H — 1) **Sweet Okole**, Farr 36, Dean Treadway, 7.25 points; 2) **Family Hour**, Olson 30, The Bilafers, 15; 3) **Two Scoops**, Express 34, Tom Goodwin/Chris Longaker, 16.75. (8 boats)

DIV. J — 1) **Ixxis**, Olson 911-S, Ed Durbin, 6.5 points; 2) **Harp**, Catalina 38, Mike Mannix, 13; 3) **Scoop**, Wylie 34, Mike Clarke, 13.75. (7 boats)

DIV. K — 1) **Mintaka**, C&C 36, Gerry Brown, 6.5 points; 2) **Moonshadow**, Wylie 31, Wayne Behrens, 8.75; 3) **Blue Max**, Dehler 34, The Freelanders, 11.75. (9 boats)

DIV. L — 1) **Bloodvessel**, B-25, Margaret Gokey, 7.5 points; 2) **Tinsley Light V**, WylieCat 30, Hank Grandin, 12; 3) **Chesapeake**, Merit 25, Jim Fair, 19. (11 boats)

DIV. M — 1) **Latin Lass**, Catalina 27, Bill Chapman, 4.25 points; 2) **Duicinea**, Killer Whale, Mike Mathlesen/Bill Pritchard, 7.75. (4 boats)

## Golden Gate Invitational

The new sailing rules, which leave a lot of situations open to interpretation, have made match racing a much more complicated game. But that didn't seem to bother Paul Cayard in St. Francis YC's Golden Gate Invitational, held in borrowed J/24s on the Cityfront in early May. Sailing in familiar waters, Cayard breezed through the double round-robin with a 12-2 score, with both defeats courtesy of Kiwi skipper Murray Jones. A likeable guy, Jones is an up-and-coming match racer probably best known for being the look-out up the mast on *Black Magic* during the early rounds of the last America's Cup trials.

In the semi-finals, favorite son Cayard put away Chris Perkins 2-0, while Jones just barely snuck by Morgan Larson 2-1. Cayard, sailing with Seadon Wijzen, Tim Duffy and 235-pound bowman Jeff Thorpe, then dominated Jones 3-1 in the breezy finals to claim \$5,000 of the \$15,000 purse. Jones and his crew (Warwick Fleury, Rick Dodson and Grant Lorentz) took home \$2,500. Because this was a Grade 1 event — marginally, in some ways — this latest victory helped propel Cayard from 26th to 16th in the world match racing standings.

The regatta, which replaced last year's higher visibility Brut Cup, was not without

controversy. Australian Dave Clark, in particular, had reason to gripe: he beat Cayard in a round-robin race that was then thrown out due to a race committee error. Clark lost the resail with Cayard, ending up tied for fourth, and was sent packing when the tie-breaker was applied. If Clark had made the semi-finals as he probably should have, it wouldn't have mattered anyway — Cayard, who's in a league above this field, would have won the regatta regardless.

ROUND ROBIN — 1) Paul Cayard, 12-2; 2) Morgan Larson, 11-3; 3) Murray Jones (NZ), 10-4; 4) Chris Perkins, 6-8; 5) Dave Clark (AUS), 6-8; 6) Don Jesberg, 6-8; 7) Dave Ullman, 4-10; 8) Jean-Marc Monnard (SWZ), 1-13.

SEMIFINALS — Cayard d. Perkins, 2-0; Jones d. Larson 2-1.

THIRD PLACE — Larson d. Perkins, 2-0.

FINALS — Cayard d. Jones, 3-1.

PRIZE MONEY — 1) Cayard, \$5,000; 2) Jones, \$2,500; 3) Larson, \$1,700; 4) Perkins, \$1,500; 5)

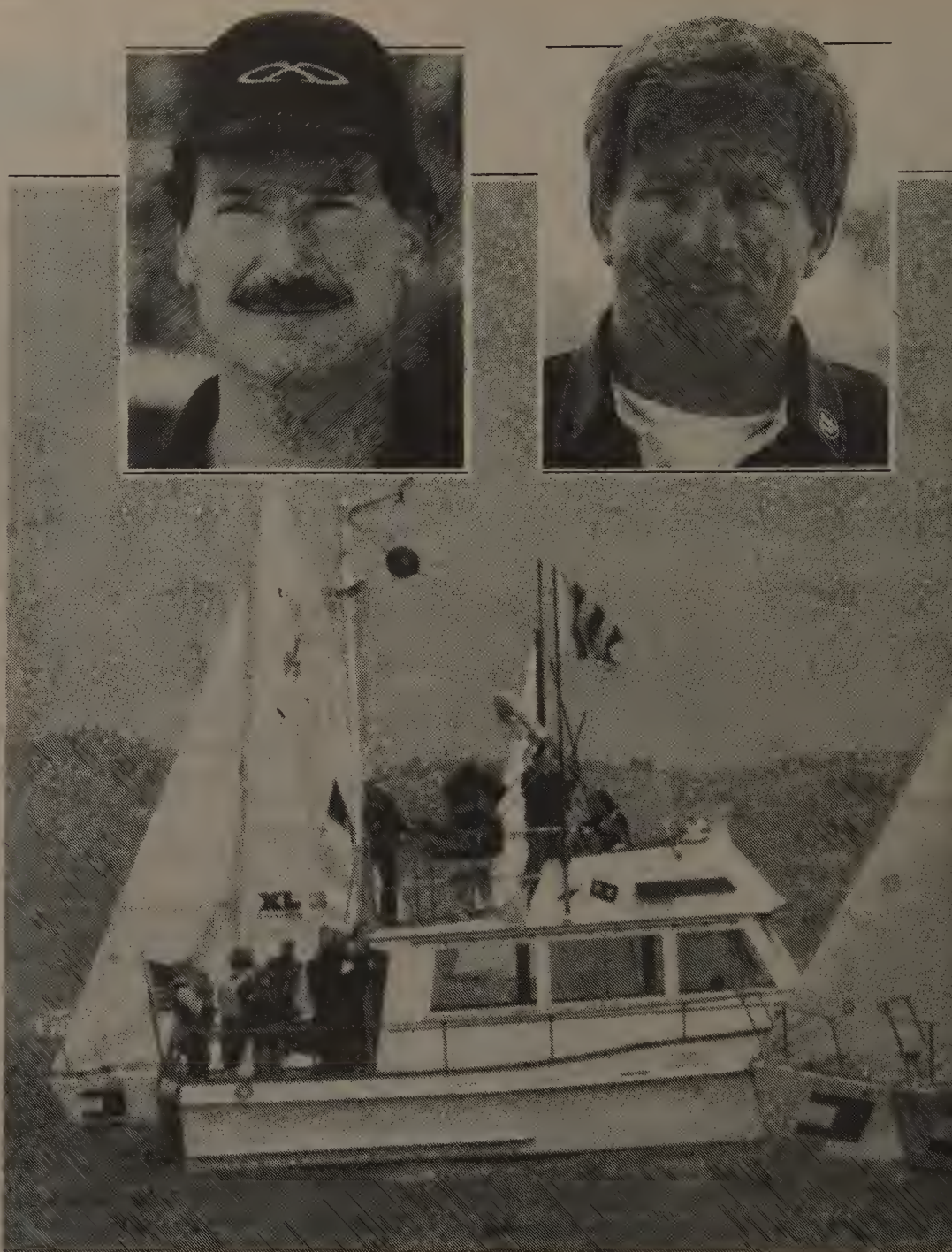
Typically tight action in the Golden Gate Invitational. Inset, winner Paul Cayard (left) and bridesmaid Murray Jones.

Clark, \$1,300; 6) Jesberg, \$1,200; 7) Ullman, \$1,000; 8) Monnard, \$800.

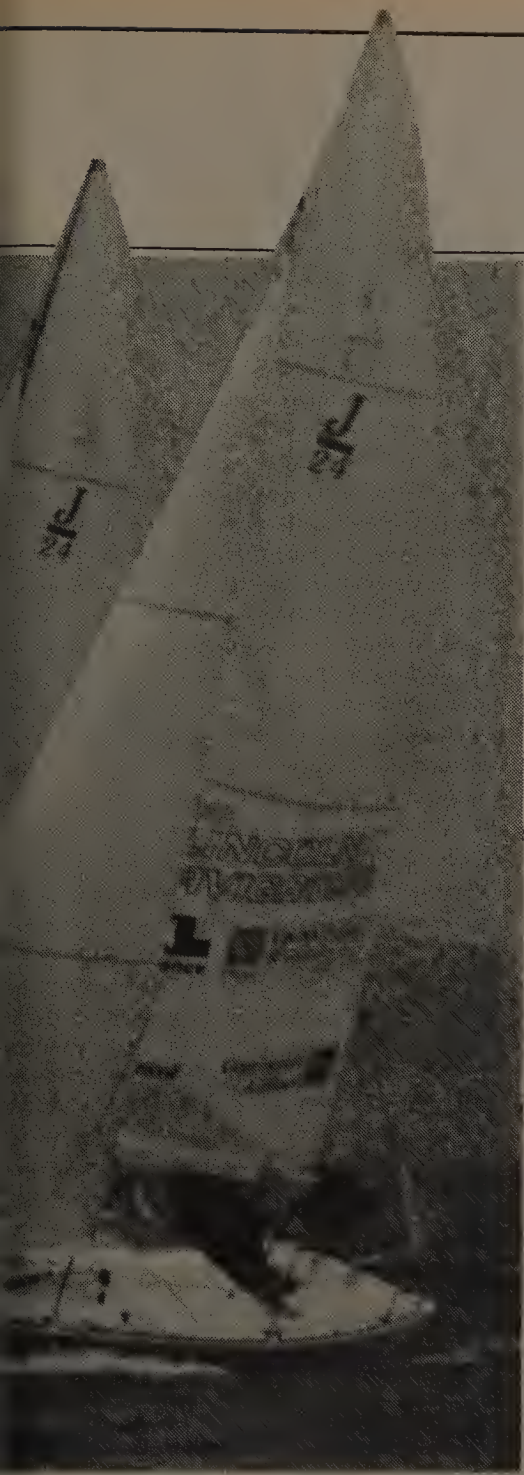
## Konocti Cup

Attendance was down somewhat at the 13th Konocti Cup, held on Clear Lake on April 26, but spirits were high. "We only had two minor problems all weekend," reports Jim Westman, commodore of host Konocti Bay SC. "One boat dismasted, and the race committee pontoon boat lost its engine when the transom board collapsed from old age."

After a pair of tune-up races on Friday afternoon, 43 boats sailed in the main event on Saturday — the 26-mile Konocti Cup for boats rating under 220, and the concurrent 13-mile Half Cup for smaller boats. John Hartman's slippery new Viper 640 *Fang* blew the doors off the big boats, finishing the







ALL PHOTOS JOYCE ANDERSEN

steal a dinghy, grab a tent and an ice chest, and head for the hills.

K-CUP, DIV. I — 1) **Fang**, Viper 640, John Hartman; 2) **Rascal**, Wilderness 30 custom, Pat Brown; 3) **Rookie**, Hobie 33, Chris Johnson; 4) **Quicksilver**, Raven 24, Wade Hough; 5) **Barking Dog**, Olson 25, Jeffrey Kroeber. (13 boats; 22 miles)

K-CUP, DIV. II — 1) **Williwa**, Ranger 23-T, Wayne Hallenbeck; 2) **Roseanne's Dance**, Venture 21-MH, Dennis Wentworth; 3) **Sante**, Capri 26-WK, Jim Westman. (11 boats; 22 miles)

HALF CUP — 1) **Pick**, Catalina 25-SK, Bill Pickering; 2) **Lil' Bit**, Ranger 23, Russ Clifton; 3) **No Cat Hare**, Catalina 22, Don Hare; 4) **Lusty**, Balboa 26, Ray Proffitt; 5) **#25**, Alerion 20, Garret Law. (19 boats; 13.4 miles)

TRIANGLE RACES (April 25) — 1) **Rascal**, 32 points; 2) **Barking Dog**, 31; 3) **Magic Happens**, Impulse 26, Mike Moore, 28; 4) **Fang**, 25; 5) **Roseanne's Dance**, 24. (16 boats)

#### Sears/Bemis/Smythe

Forty-one young sailors — a great turnout! — descended on Santa Cruz on May 10-11 for the Area G eliminations to determine who will attend the US Sailing Junior Championships later this summer. Hosted by Santa Cruz YC and NCYSA, the racing occurred in Moore 24s (Sears), Laser IIs (Bemis) and Lasers (Smythe).

Racing for the Sears berth was particularly tight: at the conclusion of the 7-race series, Chuck Asper and Whitney Gilmour were literally dead-even. Asper and his St. Francis YC buddies (Chad Freitas, Daniel Malpas and Chris Greenough) won on the tiebreaker — but wouldn't a sail-off have

22. The boats that will be used in the finals are J/22s, Club 420s and Lasers.

SEARS — 1) Chuck Asper, StFYC; 2) Whitney Gilmour, RYC (Rusty Canada, Dana Jones, Kevin Mullen); 3) Nick Nash, RYC (Sean Woodie, Jason Martin, Eric Vincent). (6 boats)

BEMIS — 1) Rufus Sjoberg/Sarah Blad, RYC; 2) Andy Schmidt/Brian Jenkins, SFYC; 3) Abby Swann/Kate Clausen, RYC. (5 boats)

SMYTHE — 1) Kimbal Hall, RYC; 2) Dustin Radin, RYC; 3) Sharon Denning, MPYC. (6 boats)

#### Elite Keel Regatta

Six of the hotter local one design classes sailed in San Francisco YC's Elite Keel Regatta on May 17-18. The four-race, no-throwout series was contested on the Berkeley Circle using inflatables to set trapezoidal courses similar to those used at the Olympics. The idea behind the new course layout is that the race committee can essentially run two parallel windward/leeward courses with limited resources (i.e., one boat). In theory at least, the fleets spread out and never bump into each other during the race.

The race committee had the new trapezoidal concept down, but their execution was a little shaky on Saturday. "The reaching leg separating the two courses was only about 75 yards long, so the fleets got jumbled up anyway," claimed Ronstan skipper Mike Ratiani. "Not to mention, the marks were all too close together, so the races only took about half an hour each." Race chairwoman Penny Dudley cheerfully fixed both problems for Sunday's windier races, and by

Meet the new generation (from left): Dan Malpas, Chad Freitas, Chris Greenough and Chuck Asper.



COURTESY NCYSA

marathon in 3 hours, 44 minutes to correct out by 10½ minutes over *Rascal*. Meanwhile, Bill Pickering's Catalina 25 *Pick* took the Half Cup, correcting out by less than a minute over *Lil' Bit*.

The Viper's win was somewhat controversial, as the 725-lb daysailer isn't really meant to compete with displacement boats. Many PHRF boards, including the local Northern California group, have refused to rate the Viper — but for the Konocti Cup, the boat was given its national average of 96 and allowed to race. "You might as well throw the handicap system out when that boat starts planing," complained one competitor. "It's a cool boat, but I sure hope they get a one design fleet going soon!"

The summer Lake Circuit is in full swing now, with the Whiskeytown Regatta just over (see Box Scores) and Go For the Gold and SBRA's Clear Lake gathering coming up early in June. If you're in need of a change of scenery, we suggest you beg, borrow or

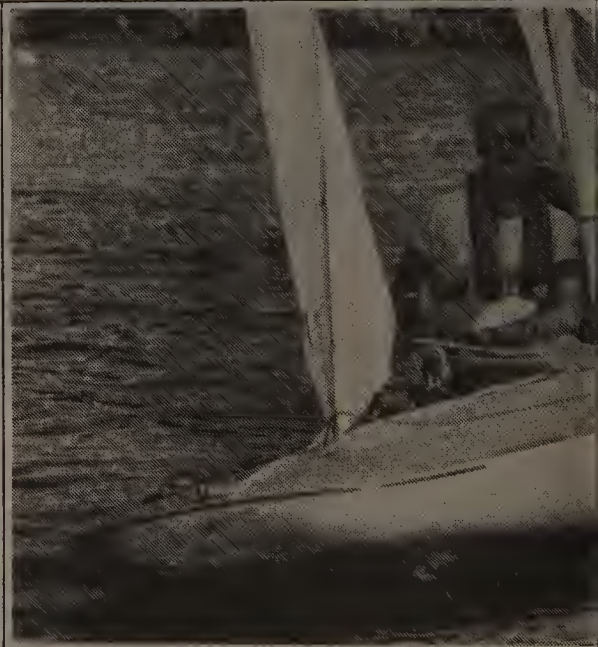
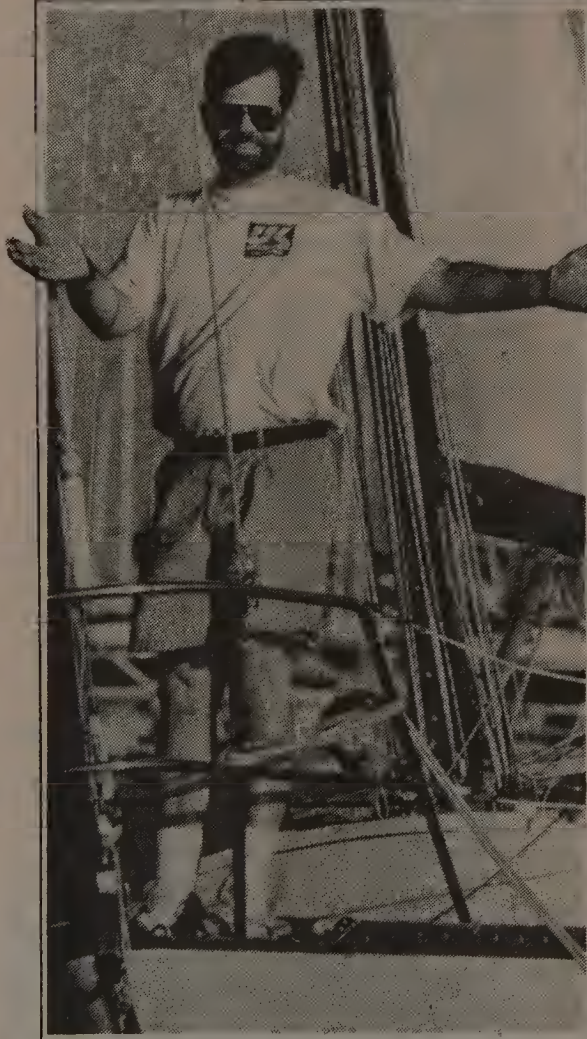
been more fun? Meanwhile, Rufus Sjoberg and Sarah Blad won the Bemis competition with straight bullets, while Kimbal Hall took Smythe honors in similar fashion.

The national showdown will occur at Minnetonka YC in Minnesota on August 16-

the end of the weekend the new courses were a big hit.

So were the trophies for this regatta: first place winners earned an espresso machine and a pound of coffee, second place got a peppermill with pepper, and third took home





a pair of bookends with a clock imbedded inside. "Darn, I could have used an espresso machine!" said J/24 skipper Seadon Wijsen, who entered the final race tied for first, only to have his rudder fall off near the end of the race. Chris Snow, a North Sails rep from San Diego, ended up winning the J/24 jousting. "The class is heating up in anticipation of the Worlds coming here in '98," explained Seadon. "The NAs on the Bay this August

should offer a good preview."

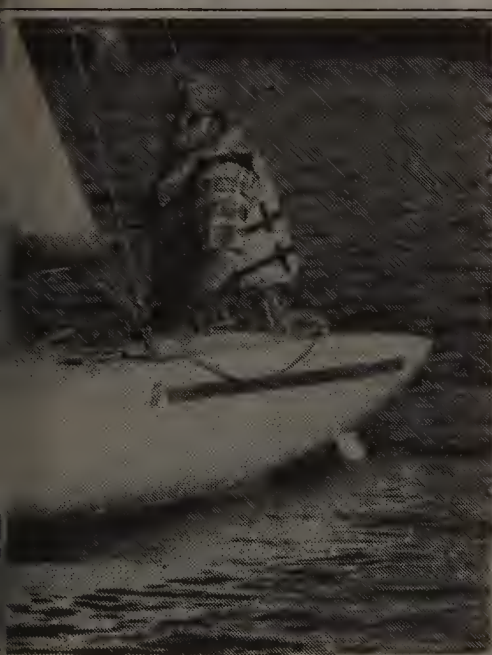
Another class that is perking up again is the Etchells, which fielded 14 boats. Craig Healy, sailing with his regular crew of Dave Gruver and Nick Gibbens, took home the coffee. Chris Perkins, who as usual topped the Knarr fleet at the Elite Keel, is one of several hot sailors jumping back into the Etchells arena. "Interest in the Etchells class is picking up again with the NAs coming here

**Hooray — it's summer, and beer can races are back! Above are pics from a recent Encinal YC Friday night. All photos 'Latitude'/rob.**

next summer," said Chris. "Madro, Bill Dana and Brian Berger — who just moved here from Marblehead — are just some of the new players."

Two 'elitists' posted perfect records for the weekend: John Oldham dominated a dozen





# RACING SHEET

Hecate, Dennis Jermaine, GGYC, 10. (5 boats)

KNARR — 1) **Sequola II**, Hans Bauldauf/Chris Perkins, SFYC, 9.75 points; 2) **Peerless**, Larry Drew, SFYC, 14; 3) **Benino**, Terry Anderlini, StFYC, 14.5; 4) **Snaps III**, Knud Wibroe, SFYC, 19; 5) **Lykken**, Robert Fisher, SFYC, 19. (17 boats)

J/24 — 1) **American Garage**, Chris Snow, SDYC, 12.75 points; 2) **Alr**, Tim Duffy, StFYC, 17; 3) **Cool Breeze**, Phil Perkins, StFYC, 18.5; 4) **Casual Contact**, Seamus Wilmot, StFYC, 22; 5) **Snow Job**, Brian Goepfrich, WJYC, 28.

## Memorial Day Regatta

Eighty-nine boats in nine classes enjoyed typically aggressive one design racing in St. Francis YC's Memorial Day Regatta on May 24-25. Big waves and nuclear winds enlivened Saturday's proceedings, causing some interesting sailing on the razor's edge. The Bay apparently calmed down again by Sunday, so at least the regatta ended on a more civilized note.

The 19-boat Melges 24 fleet was the main attraction, with the weekend doubling as their Pacific Coast Championship. **Bazooka Joe**, sailed by SoCal amateurs Mark Golison and Wally Hollyday, topped the talent-laden fleet with room to spare. We don't know much else about the regatta except the following results, which materialized on our fax just as we were going to press. Ask someone who was there to supply you with details.

J/35 — 1) **Major Damage**, Chris Perkins, 4 points; 2) **Equanimity**, Randy Paul, 11. (4 boats)

SANTANA 35 — 1) **Dance Away**, Doug Storkovich, 8 points; 2) **Wide Load**, Bruce Wilcox, 12; 3) **50/50**, Mark Sloane, 13. (7 boats)

J/105 — 1) **Limelight**, Harry Blake, 8 points; 2) **Charade**, Tom Coates, 12; 3) **Thrasher**, Robert Tang/Steve Podell, 16; 4) **20/20**, Phil Gardner, 18. (9 boats)

11:METRE — 1) **Ronstan**, Mike Ratiani, 7 points; 2) **Blue Dog**, Ed Spori/Tim Wells, 7. (5 boats)

OLSON 30 — 1) **Wildfire**, Kelth Lorence/M. Ellis, 6 points; 2) **Jack's Back**, Jack Easterday, 13; 3) **Splash Tango 2**, Stacey Wilson/Frank Morris, 14; 4) **E-Ticket**, Chuck Allen/Wayne Kipp, 18; 5) **Zephyros**, Cal Maritlme/Kim Dincel, 24. (14 boats)

J/29 — 1) **Wave Dancer**, Richard Leevey, 9 points; 2) **Thunderbolt**, Dan Wilshin, 11. (5 boats)

EXPRESS 27 — 1) **Curses!**, Tim Descamps/Scott Easom, 6 points; 2) **Bessie Jay**, Brad Whitaker, 17; 3) **Motorcycle Irene**, Will Paxton, 18; 4) **Sónita**, Craig Page/Bill Melbostad, 19; 5) **New Moon**, Carl Schumacher/John Franklin, 21. (13 boats)

J/24 — 1) **Cheech Wizard**, Dave Nietert, 6 points; 2) **Grinder**, Jeff Littfin, 11; 3) **Snow Job**, B. Goepfrich, 12; 4) **Electra**, Andrew Tuthill, 16; 5) **Alr**, Tim Duffy/Susie Gregory, 22. (13 boats)

MELGES 24 (PCCs) — 1) **Bazooka Joe**, Mark Golison/Wally Hollyday, 6 points; 2) **Big Monday**,

other Melges 24s, while Tad Lacey and Evan Dailey likewise straight-bulleted a thin IOD fleet.

11:METRE — 1) **Ronstan**, Mike Ratiani, StFYC, 8.75 points; 2) **Blue Dog**, Tim Wells, StFYC, 10.75. (3 boats)

MELGES 24 — 1) **Sea Monster**, John Oldham, StFYC, 3 points; 2) **#16**, Kevin Clark, EYC, 16; 3) **Twist & Shout**, Jessica Lord, StFYC, 242; 4) **#219**,

Robert Slaymaker/Greg Melanson, SFYC, 24; 5) **#99**, Dimitri Barranco/Tom Dobroth, StFYC, 27. (13 boats)

ETCHELLS — 1) **#946**, Craig Healy, SFYC, 5.5 points; 2) **Mr. Natural**, Bill Barton/Tim Parsons, SFYC, 8.75; 3) **Ice<sup>3</sup>**, John Jansheski/Jeff Madrigali, SFYC, 10.75; 4) **Wild Woman**, Kers Clausen, RYC, 20; 5) **Bird Dog**, Jeff Wayne, SFYC, 30. (14 boats)

IOD — 1) **#100**, Tad Lacey/Evan Dailey, SFYC, 3 points; 2 (tie) **Undine**, Adam Wheeler, StFYC, and



# THE RACING



Joe Londrigan, 11; 3) **Casey Jones**, Don Jesberg, 12; 4) **#282**, Darin Buchalter/Seadon Wijsen, 14; 5) **Trailblazer**, Chris Collins, 28; 6) **Sea Monster**, John Oldham, 30; 7) **Twist & Shout**, Jessica Lord, 32; 8) **Not the Family Bulck**, Shawn Bennett/Michael Stone, 34. (19 boats)

## Race Notes

Sale boats of the month: Sierra Point YC member Mark Thomas has bought a used CM 1200 named **Raven**, which was previously sailed out of Rhode Island. Thomas will sail the boat, which is a sistership to **JackRabbit**, in Block Island Race Week this month, and eventually ship it back here in time for the September races on the Bay. Mark's current boat, the B-25 **Zilla**, is for sale. . . The **Melges 24** fleet continues to grow in the Bay Area, with four new owners so far this year: Doug Forster (SFYC), Demitre Demitrelis/John Boranko (RYC), Warren Davidson (RYC) and Greg Melanson/Robert Slaymaker (SFYC). There are "about 352" Melgi loose in the world now, and there is currently a 2½ month backlog to get a new one.

Fleeting thoughts: The local **J/105** fleet also continues to grow; in fact, it's up to 15 boats now. The latest two boats in the fleet went to Bruce McCormack, who bought a used 105, and Alan Kelly, who is taking delivery of hull #180. Interestingly, the J/105 class has opted to skip the NOOD Regatta on Labor Day Weekend in favor of the Windjammer Race to Santa Cruz. "We're making a big push for more one design classes in the Windjammers this year," noted race spokesman Tim Stapleton.

Grand prix notes: **Atalanti X**, steered by

**Just plane fun at the Melges 24 PCCs. This would petrify normal folks — but Melgi sailors live for these moments!**

Rod Davis with tactics by Robbie Haines, won the inaugural **Corel 45 East Coast Championships** on Chesapeake Bay in early May. **Faster K-Yote**, with Thierry Peponnet spinning the wheel, came in second in the six-boat fleet. . . The **Worrell 1000**, a doublehanded race for off-the-

beach catamarans between Fort Lauderdale and Virginia Beach, is back after an eight-year hiatus. The legendary 1,000-mile race isn't for everyone: daytime legs were about 100 miles long, and there were two night legs. Only seven of 13 boats finished, with Randy Smyth and Jason Sneed winning overall in record time in their **Nacra 6.0 NA Team Chick's Beach**. . . **Toshiba**, the Whitbread 60 that Dennis Conner and Chris Dickson will campaign in the upcoming

## BOX SCORES

### ELLERBACH/ELVSTROM (SIFYC, April 26-27):

IMCO — 1) Ted Huang, 5 points; 2) Bruce Trotter, 11; 3) John Callahan, 13. (9 boats)

LASER — 1) Marc Jacobi, 7 points; 2) Steven Kelley, 9; 3) Andrew Hodsworth, 19; 4) Paul Kerner, 28; 5) Peter Phelan, 28; 6) Rob Maxim, 36; 7) Simon Bell, 37. (21 boats)

LASER II — 1) Chad Fietas/Dan Malpas, 9 points; 2) Rufus Sjoberg/Ian Rogers, 10. (5 boats)

EUROPE — 1) Beth Calkin, 6 points; 2) Joan Markentlin, 13; 3) Tom Alexander, 18; 4) Sharon Alexander, 18; 5) Lynn Ollinger, 18. (12 boats)

### LASER NORCAL OPEN (Santa Cruz YC, May 3-4):

1) Will Benedict, 10 points; 2) Martin Hartmanis, 13; 3) Andrew Holdsworth, 21; 4) Rob Maxim, 41; 5) Peter Phelan, 42; 6) Simon Bell, 48; 7) Gerry Swinton, 49; 8) Ralph Silverman, 64; 9) Paul Kerner, 66. (19 boats; 7 races)

### YACHTING CUP (San Diego YC, May 3-4):

DIV. A (-60 to 21) — 1) High 5, Farr 40, Ross Rillo; 2) It's OK!, Andrews 43; Lew Beery, 3)

Cantata, Andrew 53, Ron Kuntz, (8 boats)

DIV. B (33-72) — 1) **Cadenza**, N/M 45, Ca Eichenlaub; 2) **KT's Choice**, Tripp 40, Bud Stratton; 3) **Defiance**, B-32, Scott Taylor. (16 boats)

DIV. C (heavy displacement, 60-114) — 1) **Astra**, Custom 38, Ernesto Corte; 2) **French Bred**, Benelau 42, Ron & Bev Coalson; 3) **Rolling Thunder**, C&C 37, John Johnson. (11 boats)

DIV. D (78-126) — 1) **Ebullient**, Pinnacle 29, Bill Bunney; 2) **Soarer**, NY 36, Rosene/McKeever; 3) **Caper**, J/29-M, John Lahn. (22 boats)

DIV. E — 1) **Midnight Express**, CF-27, Pete Sentt/Rich Gheldon; 2) **Prophet**, Laser 38, Cliff Stagg; 3) **Amorous**, Capo 28, Chuck Holland. (19 boats)

J/85 — 1) **Rag Tag**, Scott & Chuck Burns; 2) **Fast Lane**, Bob & Kathy Patterson. (6 boats)

SCHOCK 35 — 1) **Buttercup**, Dennis Conner/John Driscoll; 2) **Wings**, Dennis & Sharon Case; 3) **Mischief**, Carolyn Hardy. (22 boats)

ETCHELLS — 1) **Carnival**, Norm Reynolds; 2) **The Gipper**, Kevin Hoyt. (7 boats)

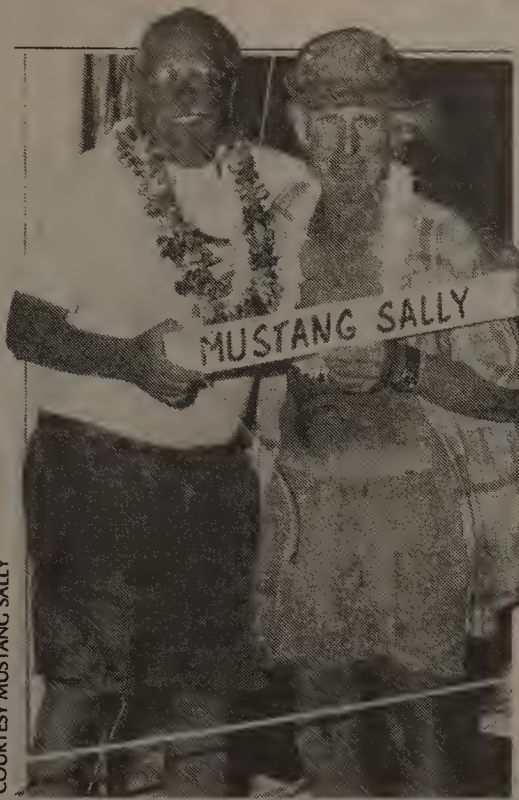
MELGES 24 — 1) **Rush**, Vince Brun; 2) **USA 2**,



Whitbread Race, appears to be the boat to beat. The new Farr design hit 26 knots in sea trials off Newport, RI, in 30 knots of wind just one day after she was christened! "It was beyond our expectations," said Dickson, obviously pleased. "If these speeds are any indication, the 24-hour record of 429 miles (for a monohull) will certainly be shattered in this Whitbread."

Match racing news: Peter Gilmour and his *Nippon Challenge* crew won the **ACI Cup** in Croatia, upending number one ranked Russell Coutts in the semi-finals and then defeating Thierry Peponnet 3-1 in the finals. Gilmour's paycheck was \$15,000. . . Great Britain's Chris Law won the **Lymington Cup** in home waters last month, with Morten Henriksen (DEN), Bertrand Pacé (FR) and Peter Holmberg (ISV) finishing in that order behind him. . . The stage is now set for the **1997 World Championship of Match Race Sailing**, which will be sailed in Gothenburg, Sweden, on July 1-6. The top ten match racers are invited: 1) Russell Coutts (NZL); 2) Peter Gilmour (AUS); 3) Bertrand Pacé (FR); 4) Ed Baird (USA); 5) Thierry Peponnet (FR); 6) Chris Law (GBR); 7) Morten Henriksen (DEN); 8) Jesper Bank (DEN); 9) Magnus Holmberg (SWE); and 10) Jochen Schumann (GER).

Toast of the coast: 18 boats are already entered in Encinal YC's sixth annual **Santa Barbara Race**, which starts on June 28. They are *Mintaka* (C&C 36, Gerry Brown), *Speedy Gonzales* (Olson 30, David Carrel), *Enchanté* (Beneteau 42, David Jacoby/Rob Barton), *Bianca* (Islander 30 Mk. II), *Grey*



COURTESY MUSTANG SALLY

*Innocents abroad: Bill Siegel and Commodore Tompkins, seen here after the '96 Pac Cup, have some great summer plans lined up.*

*Eagle* (Valiant 40, Bill & BJ Stephens), *Octavia* (SC 50, Shep Kett), *Perpetual Motion* (Cal 31, Noble Brown), *Oaxaca* (SC 50, Patti & Dick Cranor), *Freewind* (Cal 9.2, Don & Betty Lessley), *Juggernaut* (Islander 36, Bill 'National' Parks), *Jasmine* (Union 36, Bob Hungerford), *Kiwi Sanctuary* (Hobie 33, Graham Dawson), *Dolphin Dance* (SC 50, Dave Sallows), *Baffett* (Express 27, Baffico/Baskett), *Savoir Faire* (Beneteau 42, Dale Williams), *Skol* (IP-40, Mark & Linda

Melson), *Wind Dancer* (Catalina 42, Paul Edwards) and *Bushwacker* (J/160, Harry Smith). The latter boat, with Chris Corlett cracking the whip, is expected to take line honors. "We're anticipating about 60 boats this year, with more interest from Southern California than ever," noted race chairman Ed Milano.

Summer vacations: Chris Perkins and the two Dave Wilsons (senior and junior) are taking their J/35 **Major Damage** to Seattle for J/Fest on June 21-22, followed by Whidbey Island Race Week on July 20-25, and the Cowhigan Bay Regatta (on Vancouver Island) on August 2-3. Dave Wilson, Jr., plans to cruise the boat in Puget Sound between the races. . . Commodore Tompkins will be gallivanting around Europe with Bill Siegel for most of the summer on the latter's red WylieCat 30 **Mustang Sally**. The duo, who have previously done the Tahiti Race and the Pacific Cup together, are shipping *Sally* to England for Cowes Week in early August, and possibly a few other regattas. Siegel, a San Jose pathologist, keeps a house in France, so the crew won't have to look far for a place to stay. . . The busiest sailor we know who still has a 'day job' is **Jeff Madrigali**. In the coming months, Madro will be sailing on *America True's* 1D-48 in three events (Newport, RI, Chicago, and the Big Boat Series), Block Island Race Week with *Raven*, two races on *Sayonara* (Palma in August, Sardinia in September), and finally the Etchells Worlds in Hong Kong in November.

Briefly noted: Jim Warfield sailed his new

## BOX SCORES

David Paudler, 3) *Big Monday*, Joe Londrigan, 16 boats)

### SCORE #2 (Santa Cruz YC, May 4)

DIV. I — 1) *Ingrid*, SC 52, Bill Turpin, 2) *Tacos Pescados*, Olson 30, Tim McTighe, 3) *Octavia*, SC 50, Shep Kett, 7 boats)

DIV. II — 1) *Summertime*, Moore 24, prototype, Dennis Bassano, Jr., 2) *Sumo*, SC 27, Henry Cassidy, 3) *Contemporary Wap*, Moore 24, Roger Iwie, 10 boats)

### SPRING ONE DESIGN (SCYC, May 17, 3 races)

SC 27 — 1) *Dynaflo*, Mark Dini, 3 points; 2) (tie) *Hanael Express*, Roger Sturgeon, and *Jersey Girl*, Greg Miller, 10; 4) *Ciao*, Andy Carlson, 12; 5) *Voloclous*, GW Grigg, 15, 10 boats)

MOORE 24 — 1) *Kamikaze*, George Wheeler, 6 points; 2) *Gelli Fetch*, Shana Rosenfeld, 10; 3) (tie) *Fatality*, Dave Hodges, and *Adios*, Scott Walecka, 12; 5) *Mootgasm*, Hank Niles/Chris Watts, 14, 16 boats)

SANTANA 22 — 1) *US*, Jim Samuels, 4 points; 2)

(tie) *Gypsy*, Binko Molnar, and *Rick's Place*, Larry Comstock, 7, 4 boats)

PHRF — 1) *Moonchild*, Olson 25, Tim Klebert, 5 points; 2) *Gail's Warning*, Cal 22, 7, 5 boats)

### JESTER MOM'S DAY (Woodward Res., May 10-11)

OVERALL — 1) Chris Watts, 47 points; 2) Joe Francis, 47.25; 3) Ian Klitza, 55.25, 18 boats)

LIGHTWEIGHT — 1) Chris Watts; 2) Joe Francis; 3) Mark Golsch, 7 boats)

HEAVYWEIGHT — 1) Ian Klitza; 2) Alan Wirtanen; 3) Dennis Bassano, 9 boats)

WOMEN — 1) Kathy Minnehan, 2 boats)

(14 races, no throwouts)

### SOUTH BAY YRA #2 (Sierra Point YC, May 17)

DIV. A (spinnaker, 105-147) — 1) *Thunderbolt*, J/29, Dan Wilshin; 2) *Coyote*, Wylie 34 mod., Nick Kluznick; 3) *Pizote*, Santana 30/30, Kevin Knick, 7 boats)

DIV. B (non-spin., 144-174) — 1) *Dancer*, Cal 9.2, Mike Dixon; 2) *Far Better Thing*, Ericson 30+, Charles MacArthur, 5 boats)

DIV. C (spin., 168-204) — 1) *Hardtack*, J/24, Charles Allen; 2) *Toucan*, Freedom 25, Bietat/Prescott, 6 boats)

DIV. D (non-spin., 204-270) — 1) *Chablis IV*, Cal 2-25, Dave Few; 2) *Sagitta*, Islander 28, Walt George, 5 boats)

### SFYC MEMORIAL DAY REGATTA (May 24-25)

CAL 20 — 1) *SeaSaw*, David Green, RYC, 8 points; 2) *Tension II*, John Nootboom, CYC, 17; 3) *Orange Crate*, Mike Schaumburg, RYC, 20; 4) *Ya Think?*, Ted Rogers, NoYC, 22, 9 boats)

SANTANA 22 — 1) *Phoenix*, John Skinner, RYC, 5 points; 2) *Kemo Sabe*, Vern Nelf, RYC, 10; 3) *Tackful*, Frank Lawler, CalSC, 16, 6 boats)

RANGER 23 — 1) *Impossible*, Gary Kneeland, SYC, 9 points; 2) *Kinship*, Ken Frost, SFYC, 4 boats)

(5 races)

### CAL CUP (California YC, May 23-25)

ULDB 70s — 1) *Evolution*, SC 70, Brack Duker, 13 points; 2) *Grand Illusion*, SC 70, Ed McDowell,



# THE RACING SHEET

Moore El Toro to victory in the **Flight of the Bulls Regatta** in Foster City last month. Tom Burden and Dave Vickland were second and third, respectively. . . *Shazam*, a Cal 27 crewed by Dave Potter and Cam Lewis, took first place in Monterey Peninsula YC's **Doublehanded Long Distance Race** on May 10. Twelve boats participated in the 35-mile event. . . *Snowman/Quantum* won the six-boat **Melges Fun Cup**, a 15-race exhibition regatta held during Sail Expo. Morgan Larson, Jim Barton and Bart Hackworth took turns sailing the winning boat in the low-key series. Guest skippers at various times during Expo including Olaf and Peter Harken, Paul Cayard and Buddy Melges. "We had fun and did something good for the community, too," noted organizer Brian Hutchinson, citing the \$1,000 they raised (through T-shirt sales) for the locally-based SportsBridge Foundation, a sports mentoring program for young girls.

Collegiate sailing update: The **ICYRA/Sperry Top-Sider National Sailing Championships** are underway up at the Willamette SC in Portland, Oregon. Sixteen schools from the seven geographical districts made the cut for the Women's Championship (May 26-28) and the Co-ed Dinghy Championship. Stanford, Berkeley and USC will attend the former, while USC and University of Hawaii made the cut for the latter. The talk of the collegiate circuit is the **Brown University** sailing team, which qualified for both the Women's event and the



*A J/24 bounces upwind in the Memorial Day Regatta. The event is only two days long, giving crews all day Monday to recover.*

Co-ed Nationals with a racing team made up entirely of women — an unprecedented accomplishment!

Random notes: **Chris Corlett** has rejoined the San Francisco PHRF committee, bringing the number of board members up to ten. At their last meeting, among other things, the group raised the local 11:Metre rating from 66 to 69, and the Express 27

rating from 126 to 129. . . Occasional Bay Area resident **Dawn Riley** took third in last month's BOAT/U.S. Santa Maria Cup, the all-women J/22 match racing series held annually in Annapolis. Betsy Alison, the number three ranked woman match racer in the world, won the event, with Paula Lewin of Bermuda runner-up.

Faster, faster: Adventurer **Steve Fossett** came a bit closer to his goal of holding every sporting record in the known universe over the recent Memorial Day Weekend. Sailing his *Stars & Stripes* cat in the 54th **Swiftsure Race**, Fossett set a new record of 14 hours, 35 minutes over the 136-mile course. That knocked 2 hours, 10 minutes off the previous milestone, set by *Pyewacket* last year. Along for the brisk ride were Peter Hogg, Gino Morelli, Mark Rudiger, Ben Thompson, Ben Wright and a local guy named 'Nick'. "It was a little hairy right near the end," admitted Rudiger. "We were double-reefed, blasting through the darkness in the mid-20s and barely in control. That didn't bother us as much as all the logs in the water — if we'd hit one at those speeds, I don't even want to think what would have happened."

As we went to the printer, 16 boats were crashing and burning through the inaugural **49er Nationals** down in Santa Cruz. It was so windy on Saturday that the racing was canceled, but then it "calmed down to just 20 knots" for Sunday's six races. At the end of the day, the McKee brothers and Carl Buchan, all from Seattle, were tied for the lead with the rest of the fleet pretty far back. There was still another day of racing to go, but it looks like one or the other of these boats will top the heap. Tune in next month to see how it ended up.

## BOX SCORES

15; 3) *Taxi Dancer*, R/P 68, Don Hughes, 18; 4) *Alchemy*, Andrews 70, Dick & Mary Compton, 28; 5) *Orient Express*, SC 70, Peter Tong, 29; 6) *Kathmandu*, SC 70, Lou Grasso, 40; 7) *Holua*, SC 70, Richard Blatt, 41; 8) *Mongoose*, SC 70, Bob Salelli, 42. (8 boats; 6 races)

**TURBO** — 1) *Magnitude*, Andrews 70+, Doug Baker, 4 points; 2) *Cheval*, Andrews 70+, Hal Ward, 8. (2 boats; 4 races)

### WHISKEYTOWN REGATTA (WSC, May 24-25)

**OPEN KEEL 'A'** — 1) Mike Johnson, B-25, 4 points. (4 boats)

**OPEN KEEL 'B'** — 1) (tie) Mike Cleary, Capri 25, and Ray Proffitt, Balboa 26, 7 points. (8 boats)

**OPEN KEEL 'C'** — 1) Dennis Wentworth, Venture 21, 4 points; 2) Paul Frentzen, Venture 21, 5. (6 boats)

**WABBIT** — 1) Colin Moore, 3 points; 2) Richard Jarratt, 7. (6 boats)

**HOLDER 20** — 1) Walter Bauer, 5 points; 2) Dennis Fritts, 8; 3) Marty Lendi, 11. (8 boats)

**CATALINA 22** — 1) Don Samuelson, 4 points; 2)

Doug Eperson, 6. (5 boats)

**SNiPE** — 1) Thomas Hunt, 4 points; 2) Tom Hudson, 7. (5 boats)

**I-14** — 1) Steve Anderes, 5 points; 2) Kurt Twardowski, 6. (5 boats)

**OPEN CB 'A'** — 1) Mark Briner, Johnson 18, 4 points. (4 boats)

**OPEN CB 'B'** — 1) Rufus Sjoberg, Laser II, 2 points; 2) Marcel Sloane, Laser, 8. (8 boats)

**OPEN CB 'C'** — 1) Greg Adams, Daysailor, 4 points; 2) Bob Woodford, Kiwi Javelin, 7. (8 boats)

**BANSHEE** — 1) Keith Steale, 4. (5 boats)  
**OK DINGHY** — 1) Dave Neilsen, 3 points; 2) Bob Clary, 6. (6 boats)

**PELICAN** — 1) Karen Juncker, 6 points; 2) Howard Mackay, 6; 3) Michael Harper, 11. (13 boats)

**EL TORO** — 1) Gordy Nash, 8 points; 2) Dave Vickland, 10; 3) Al Kenstler, 10; 4) Jim Warfield, 13; 5) Hank Jotz, 20. (22 boats)

**MULTIHULL 'A'** — 1) Larry Wells, Nacra 5.8, 8 points; 2) Mark Barr, Nacra 5.8, 8. (8 boats)

**MULTIHULL 'B'** — 1) Dave Hagen, C-Spray, 5 points; 2) Dave Hammer, Hobie 16, 6. (7 boats)



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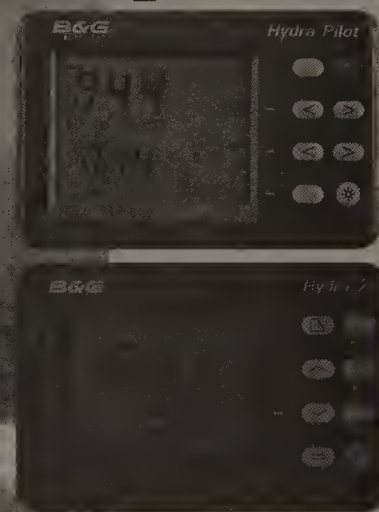
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# CHANGES

With reports this month from **First Light** on small boats being prevented from transiting the Panama Canal; from **Annapurna** on the pleasures of a winter season in Mexico; from **Gumboot** on the great times at Cocos Island, the Galapagos, and crossing to the Marquesas — but also on problems with beans; from **Bigfoot IV** on Mexico's offshore islands as well as Z-town and A-town; from **Dana** on cruising the east coast of Africa; from **Sorcery** on a 'tough leg' of Australia's Coral Coast; from **Take It Easy** on hitting trees in the Panama Canal; and **Cruise Notes**.

## First Light — J/44 Andy & Jill Rothman Non-Transit Of The Canal (Sausalito / Tiburon)

We've seen the future of the Panama Canal — and it's not going to be fun for sailors. In this case, the 'future' starts in the year 2000 when Panama take full control of the Canal from the United States. The Canal is currently operated by a jointly-run Panama Canal Commission, but for the last 20 years control has gradually been passing to Panama. There have long been rumors of increased fees for yachts once Panama takes over, but on May 11 something more ominous occurred: the Canal was completely closed to yachts.

Well, maybe not completely. One 37-foot Swan got through from the Pacific to the Atlantic on the good graces of a friend who happens to be a Canal pilot. And a 90+ foot megayacht managed to transit in the opposite direction by paying an extra \$2,000 to be hauled through by the same miniature locomotives that pull the big ships through.

But for most of us yachties, it's been day after day of frustration as the Canal authorities do their best to ignore our daily phone calls — and existence. The group of hostages on the Caribbean side is comprised of yachts from the U.S., Britain, France, New Zealand, Australia, Norway, and Sweden. Many of the skippers have contacted their embassies and political representatives in

*This rendering of the Miraflores and Pedro Miguel Locks shows where the tug sank in early May and caused delays in small boat transits.*



PANAMA CANAL COMMISSION

hopes that their governments can exert some influence. Cracks about blockading the Canal are only semi-facetious.

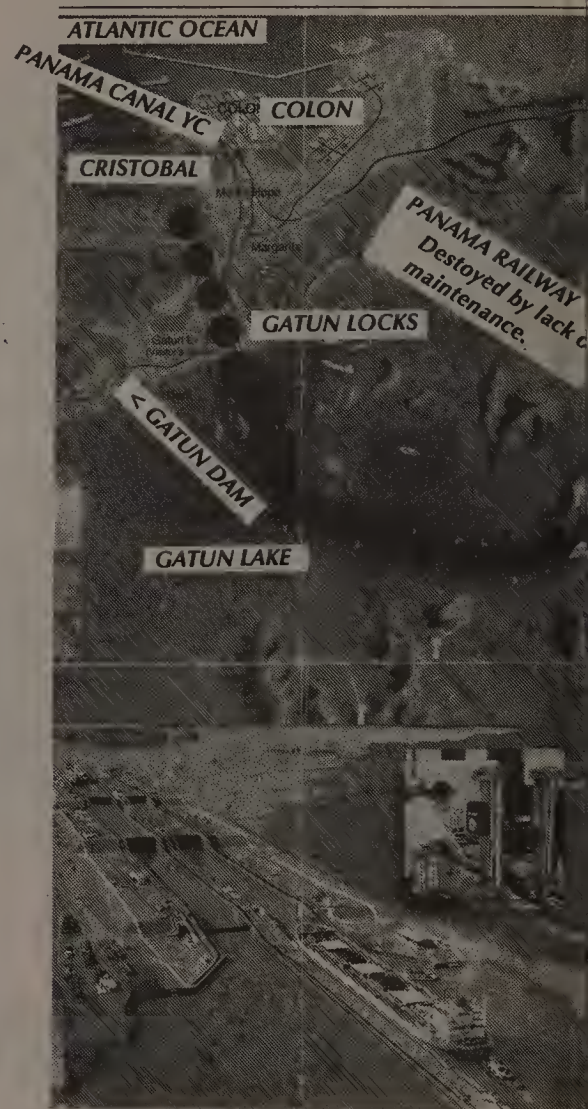
For those of us waiting to go from the Atlantic to the Pacific, it's been doubly frustrating. First of all, the town on this end of the Canal, Colon, is an unmitigated pit. While the Panama Canal YC is a friendly and welcoming place, the world beyond their gate is pretty rough. It's marginal during the day and certainly not a good place for gringo sailors after the sun goes down. One cruiser was robbed last night after dinner in Colon. Panama City, at the other end of the Canal, is much safer.

A more serious threat to many of us cruisers is hurricane season. For those headed north, Mexico's hurricane season starts on June 1. And for those of us headed to the South Pacific, we need to cover some 8,000 miles to New Zealand or Australia before the southern hemisphere typhoon season begins in December.

All of this has been explained to the Canal Commission, but so far they have been unmoved. The bottom line is that rotting bananas seem to be more important than the safety of those of us on sailboats. The fact that the average ship transit fee is \$30,000 may be pertinent, too.

The story we get from the Canal Commission is that several weeks ago a tugboat sank in one of the locks. (Don't ask.) Ship traffic quickly backed up at both ends of the Canal. Stung by adverse publicity, the PCC Administrator sought to ease the traffic jam by ordering a moratorium on yacht transits on the premise that it takes them longer to lock through with handlines than it does to move ships with locomotives. One byproduct is that the handliners have been temporarily laid off, which seems pretty unfair to them. Canal officials tell us this is the first time in the Canal's history that such draconian measures have been taken.

There are 20 or so yachts — all paid — at this end, and probably the same number on the Pacific side. Eventually, we'll all get through, and hopefully reach our destinations without any hurricane-inspired disasters. But what about the future? Already the fee paid to have a yacht admeasured for a Canal transit — a one-time event — has



doubled in the past year to \$350. The transit fee for our 44-footer was only \$38, but there is a persistent rumor that it will rocket to \$1,600.

In addition, the Panama Canal YC — the only shoreside facility available for transient yachts at this end — has been served with an eviction notice for 1999, presumably to make way for a container port. We have also heard that the Balboa YC at the other end of the Canal may face a similar fate.

Panamanians we have met expect salaries for Canal workers to be cut in half once the U.S. pulls out. If that happens, they predict widespread labor strife that could shut down the Canal. And if yachts continue to be arbitrarily and capriciously banned from the Canal, we suspect that many people will confine their cruising to the ocean they already are in. After all, few of us are prepared to detour around Cape Horn.

— andy & jill 5/15/97

*Andy & Jill — We understand and sympathize with your concerns, but we think you're severely overreacting.*

*First off, of course ships have priority. Without their fees — which run as high as \$130,000 per ship — there wouldn't be any*





As the crow flies, it's 43 miles from the Atlantic to the Pacific. When you transit from the Atlantic to the Pacific, you go 27 miles east. Yes, east!

Canal to transit. The \$38 you paid for the two-day transit of your 44-footer is absurdly low. It wouldn't begin to pay for one day's bug repellent for the staff, let alone the salary of the Canal pilot that will be on your boat.

If you're looking for canal comparisons, a transit of the Corinth Canal in Greece — which is nothing but a lock-less 3.2-mile dirt ditch bisecting a peninsula — cost us \$405. Based on that rate, a \$1,600 transit of the Panama Canal would be a sensational bargain. By the way, Canal Commission officials insist that rumors of dramatic fee increases when Panama takes over are completely unjustified.

Historically, yachts have always played second fiddle to ships. Everybody who has done a transit knows small boats don't get 'next in line', but have to fit in when there's room with the ships. It's not been uncommon for this to take three or four days of waiting when traffic is heavy. About 12 years ago, the Canal Commission instituted a policy by which small boats were only able to transit on Tuesdays and Thursdays. It was later dropped.

For many years, the Canal operated at near maximum capacity during the spring high season. As a result, severe backlogs were not uncommon when equipment broke down or locks had to be closed for repairs. But with ship traffic up 10% in just the last three years, Canal capacity has really been pushed to the limit during the busy spring months.

Carlos Alverado, Acting Marine Director of the Panama Canal, told Latitude that a contract tug indeed sank at the south end of Miraflores Lake. "One of the lanes at Miraflores had to be closed for 8 days to allow for the removal of the tug, and thereby reduced the Canal's capacity to transit ships from about 42 to just 33 a day," reported Alverado. "Normally at this time of year a ship has to wait about 28 hours for a transit, but it jumped to 102 hours after the tug went down. We've got the wait down to about 63 hours and hope to be back to normal next week. We also hope to be able to resume the transit of small boats next week."

We specifically asked Alverado if there would be any changes with regard to small boats after Panama takes complete control at noon on December 31, 1999. Alverado emphatically denied that small boats would face a drastic increase in fees or reduced access to the Canal. He sounded quite

convincing.

Alverado also noted that Panama was committed to improving Canal efficiency. Widening of the narrow Gaillard Cut proposed for completion in 2015, for example, has been moved up to 2002 in order to increase efficiency. In addition, the tug fleet will be brought up to 24 with the addition of 10 new ones at \$7 million a pop. Further, the fleet of 80 locomotives — or 'mules' — will be increased by 28 to 108 — at a cost of \$84 million.

As for the future of the Panama Canal YC site, Alverado reports that just last week he saw plans for the area. He advises that it calls for the development of a tourist port, complete with docking facilities for cruise ships, hotels, golf courses, malls — and provisions for a yacht club. Apparently contracts for the construction of hotels have already gone out. We'll be sorry to see the classic Panama Canal YC go, but lord knows that Colon desperately needs revenue to overcome its current miserable state. And a new yacht club wouldn't be the worst thing to happen to cruisers headed through the Canal.

All things considered, we think there's reason to be concerned about the future of the Canal, but not alarmed.

**Annapurna — Hans Christian 48  
Buddy & Ruth Ellison  
Mainland Mexico  
(San Francisco)**

We've been meaning to write since we left Sausalito in September of '96, but like all

*Although married for 30 years, it wasn't until they went cruising that Buddy — with a good grip on Ruth — got to really know each other.*



COURTESY ANNAPURNA



# CHANGES

cruisers our approach to tasks and decisions became considerably more relaxed once we sailed south of the border. Yesterday we were lucky enough to snag a *March Latitude* from Scrimshaw, however, and naturally read it from cover to cover. Of particular interest was the *Conversations With Cruising Couples* article that featured Roger and Debbie Cason of the Sausalito and more recently the South Pacific-based *Dreamer*.

Reading about Roger and Debbie — and seeing the great photo of them — motivated us to write. The two are very close friends, as last March we spent three weeks cruising Fiji with them aboard their *Passage 40*. During that time we learned much about cruising from these veterans, not the least of which was about provisioning and keeping up with the weather.

Ruth also loved Barbara Sedgwick's comments — in the same March article — about women needing to make their boats feel like home. She totally agrees that there is no reason to feel deprived of comfort and style just because you're aboard a boat. We, for example, bought beautiful ceramic — we hope they last! — dishes for the boat while in Guadalajara. Ruth also brought her earring collection — over 200 pairs — and adds to it whenever she sees anything she likes.

Buddy has enough spare parts aboard — in part because of Roger's advice — to open his own West Marine. In fact, Buddy was shocked to read that Roger wouldn't take so many spares if he were to outfit again. Now you tell us, Roger! We've had to work on our watermaker, freezer, and refrigerator, and because of Roger's great advice Buddy has had just about everything he's needed to make repairs. The only thing Buddy has missed is about three pints of blood!

Right now we're in Puerto Vallarta working on the freezer — in the sense that we're adding two more cold plates so we can freeze ice cream. Hey, different things are important to different people. By the time this reaches print we'll have sailed north to Mazatlan, La Paz for Race Week, and then into the Sea of Cortez for the summer.

Since we left the Bay Area, we have changed our minds numerous times as to which way we want to go when we leave Mexico at the end of the '98 cruising season. If we leave Mexico at all, that is! We've met many cruisers who planned to go straight to the Canal or the South Pacific, but have instead stayed in Mexico for one, two, three — or even more — years. Every time we read an article about the Canal we want to go there; but when we read about the South

*Every sailor's foot tells a story, don't it? The bare and tanned feet in this photo indicate that these folks are sailing in the tropics. While there are exceptions in cities such as San Francisco, the hairy ankles on the right suggest that the owner is a male, while the shaved legs on the left would indicate a female.*

*The knot anklet on the guy signifies that's he's not a slave in the 9 to 5 corporate world, but has indentured himself to sailing in order to pursue a life of freedom. That neither's toenails are deformed by biting and/or picking indicate that cruising in the tropics doesn't involve a lot of stress.*

*The matching toe rings mean the two are a couple — but not given to mainstream convention. The band-aid on the woman's fourth toe is evidence of a collision with a sharp cleat, and proves that she's an 'on-the-water' rather than 'yacht club' sailor.*

*The superimposed circle identifies one of the most effective — but least understood — erogenous zones. It's activated by the male dipping his middle finger into dark rum and then ever-so-casually — and in a slow, twisting motion — working it between the woman's big and second toe. Caution: activation of this zone can lead to big trouble — and children.*



Pacific we think about sailing west. We'll let you know.

Cruising has been an incredible experience for us. It's an adventure unlike any other — for couples, in particular. We've found that you don't truly know your mate until you cruise together. Although we've been married more than 30 years, we've learned all kinds of new things about each other. And when one of us now has an annoying habit that bothers the other, it's mentioned and we try to resolve it. Before we went cruising such little annoyances weren't worth mentioning because we each went our separate ways for so many hours of each day.

So far the weather has been good, although the wind only seems to blow strong enough when on the nose. The people — both locals and cruisers — have been phenomenal, and our *Annapurna* has been everything we've dreamed of in a boat. The destinations have been great, with Barra de Navidad, Tenacatita, and Zihuatanejo being our favorites. Mexico has plenty of fine anchorages and enough marinas for when

you need a 'land fix'.

Marina stops are necessary to fill water and fuel tanks, spiff up the varnish, clean the bottom, do boat maintenance, send faxes, provision — and spend way too much dinero. Although it's fun, it's not our favorite part of cruising. In any event, given the number of anchorages and marinas, we just about always have the option of being alone or seeing as many people as we did back in Sausalito.

Our social life has been very busy, as there are wonderful people at every anchorage, marina, and luxury resort pool. Many of these people have been from the Bay Area if not Sausalito! In addition, we've had family and friends visit us in Mazatlan, Puerto Vallarta, Yelapa, and Zihuatanejo.

One surprise has been the amount of paperwork. We got our 20-year Import Permit while in La Paz — although it took 10 days. We got FM3s rather than visas, which took another 10 days in Z-town. And we've checked in and out with the Port Captain and Immigration officials at Cabo San Lucas,





LATITUDE 38/ANDY

underfoot. In addition to being stupid, the beetles were suicidal, as they made no effort to escape a deadly crushing between my sausage-shaped fingers.

From Golfito we sailed to Isla Parida, one of the many beautiful — and often uninhabited — islands in northern Panama. When we weren't surfing, diving, or exploring, we searched for 'crunchie headquarters'. The beetles were not only increasing in number, but they seemed to be getting bigger. In addition, they'd now gotten into our food, clothing, and bedding! It got so bad that I had to tell the kids that the dark little things they kept finding in their porridge were actually just crunchie raisins — even though it wasn't completely true.

After a few days, we headed southwest toward Isla Cocos, a Costa Rican national park some 300 miles off the coast. Cocos is spectacular, with towering peaks covered with vegetation and trees, many waterfalls, crystal clear water — and many sharks.

Soon after our arrival, the ranger visited us by panga. He was courteous and didn't seem to mind the crunchie swarms. The charges for visiting the national park were \$15 per adult and \$15 for the boat. This included the use of a mooring buoy, which was a good thing as the rock and coral bottom make for poor holding. Despite a rolly anchorage and the difficulty of landing a dink, our visit was well worth it. When climbing around the waterfall up from the beach at Bahia Chatham, you can see the names and dates carved in stone to mark the visits of previous vessels. The oldest carving we saw was from 1846.

By this time, the crunchies were starting to seriously hinder our Cocos Island experience. So it was either them or us. With grim determination, we initiated The Search. Finally we found them, happily breeding in the bag of Mexican garbanzos. For them, the end was quick and not that unpleasant. While I was happy to be rid of the crunchies, it wasn't bad as bug infestations go. After all, they didn't sting or bite — and they didn't taste too bad in the porridge, either.

The next day we raised anchor, short tacked along Cocos — sailing right up to the sheer green cliffs and waterfalls cascading into the turquoise sea — then set sail for the 500-mile distant Galapagos. When we arrived, we were pleased to find that we could stay longer than the 72 hours everybody had told us. Our first stop was Wreck Bay, where the Port Captain told us

we could stay as long as we wanted — although we wouldn't be permitted to cruise to other parts of the island.

A few days later we sailed for Academy Bay and were given 10 days. We were charged a \$54 immigration fee for our boat and 10 cents/ft/day in anchoring fees. Despite the fees, the strange and unforgettable wildlife make a stop at the Galapagos highly recommended.

We're now 10 days into what will be the longest — 3,100 miles — passage of our trip back to our homeland of New Zealand. So far our two active children have adapted well — in their own way — as they've gone almost completely wild. For example, they've forgotten what clothes are for, they eat with their hands, and they speak in grunts. Personal hygiene and grooming habits have gone down the tubes, and their sunbleached hair has evolved into unintentional dreadlocks.

Our 10-year-old Malcolm got a Walkman for X-mas and has been in headphone land ever since, his cranium continuously bobbing to some primitive beat. He's also developed a serious banana habit. He doesn't know we're about to run out, however, and I fear he'll soon discover the horrors of withdrawal.

Every now and then 9-year-old Naomi's ears prick up, and she'll race on deck and forward to the pulpit. It doesn't matter if it's day or night, and she'll never be clad in any more than friendship bracelets. Once she

*Despite 'Captain Cook's' best efforts, 9-year-old Naomi eschewed clothes, ate with her hands, and spoke to the dolphins in a secret language.*

La Paz, Mazatlan, San Blas, Puerto Vallarta (four times), Barra de Navidad, Manzanillo (three times), and Zihuatanejo.

We've caught tuna, bonito, and a few birds, and traded for lobster and shrimp. We'd tell you more, but George Backhus of the Deerfoot 62 *Moonshadow*, which is our buddyboat, has just come aboard to socialize.

P.S. So long, Jerry Goldman. You'll be missed!

— buddy & ruth 4/97

## Gumboot — CF 37

### The Crum Family

### Crunchies, Cocos & Galapagos

(L.A. / Marlborough, New Zealand)

Although we didn't realize it until a month later when we arrived in Golfito — a very funky tropical port in Costa Rica — the 'invasion' began with the garbanzo beans we bought in Mexico. In addition to being funky, Golfito is very hot, humid and windless — in other words, a perfect breeding climate. Suddenly, they — the tiny, stupid, flying beetles — were everywhere in our boat. We called them 'crunchies' after the curious sound they made when being crushed



COURTESY GUMBOOT



to the bow, she 'speaks' to her dolphin  
ds in high-pitched squeaks. She seems  
e able to command the dolphins to  
orm stunts for her. When asked how she  
this, she smiles goofily and replies in  
own unintelligible squeaks.

We try to include the kids in the operation  
our boat as much as possible — and if we  
relate it to their schoolwork, so much the  
er. They practice math while doing  
gation, biology in the course of bird and  
identification, and geography and  
try when we read about the new places  
about to visit. And exposure to new  
ures is always an education in itself.

The kids also help me — 'Captain Cook'  
the galley. My specialty is Top Ramen.  
mid-day we all guess on our 24-hour run,  
winner being exempt from clean-up  
es.

The kids take the sunrise watch — "Just  
d west and keep the banana peels off the  
," are the standing orders. Naomi has  
out of friendship bracelet material, and  
result has started braiding sheets and  
ards. The results are pleasant to look at,  
not particularly functional. We don't  
y mind, however, as we've been on port  
for almost 1,000 miles.

Gumboot is finally looking a little neater  
that we've been at sea for awhile. When  
land, Naomi, with her artist's eye, is  
ver collecting treasures of driftwood,  
s, and seaweed. After awhile we run out  
ck space, so when we finally start sailing  
the boat heels, I accidentally 'help' these  
ctibles go overboard. Naomi always  
es the irreplaceable losses and gives me  
optical frown when I describe the rogue  
e that caused it.

The wind has been pretty consistent, so  
e had the chute up for four days now.

*ew just doesn't hang on during ocean  
ages, he rocks out to the primitive beats  
ating from his Walkman.*

And with one day blending into the next, we  
live by our own routines. It may sound pretty  
boring out here, but it's not. Yesterday, for  
example, I saw a ship, and tomorrow we get  
to eat a pineapple. Today, we gave each  
other low-maintenance haircuts in the  
morning, and in the afternoon we taught  
each other how to whistle by cupping our  
hands at our lips. It's times like this that you  
find talents you didn't realize you have,  
because we got pretty good at it. All in all,  
life at sea suits us well.

— the crums 5/6/97

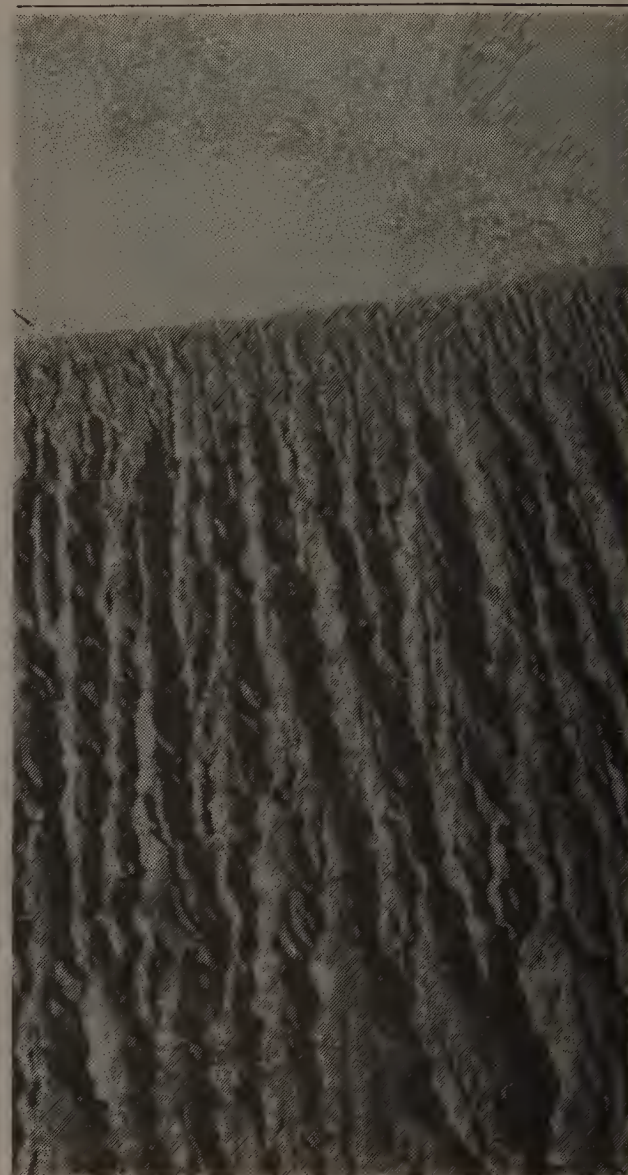
## **Bigfoot — Morgan Out-Island 41 Melly & Harry Gorman Isla Gitana, Costa Rica (Seattle)**

After leaving La Paz in early December,  
we spent four days on the hook at Los  
Frailes, then headed a couple of hundred  
miles southwest of Cabo to the remote and  
mostly uninhabited Revillagigedo Islands. It  
took us a little more than 48 hours to reach  
San Benedicto, the closest of the islands.  
What a strange looking place! Volcanic in  
origin, Benedicto sort of looks like the  
surface of the moon — only weirder.

Although the water was surprisingly cold  
for being at the same latitude as Puerto  
Vallarta, we did some snorkeling. We saw  
some fish we hadn't seen before, and even a  
few we couldn't identify from our fish guides.  
The deal on our boat is that whoever catches  
the fish — from the water or from the deck  
— doesn't have to clean them. So early one  
morning Harry went and caught five blue  
crevalle — leaving me with five fish to clean  
before my morning coffee! They were  
yummy, however.

We hiked around a little and examined  
the mud cone that was formed during the  
most recent volcanic eruption — which was  
only a couple of years ago. There are only  
two anchorages at Benedicto, and both of  
them are open to just about any swell.  
Fortunately, the weather was settled during  
our time there.

We didn't get the warmest reception after  
we sailed 27 miles south to another of the  
Revillagigedos, Isla Socorro. There was no  
problem when we dropped the hook late in  
the afternoon at Bahía Braithwaite, but the  
next morning we got a visit from the Mexican  
Navy — which has a small outpost on the  
island. The navy contingent consisted of six  
sailors with machine guns. They required  
that we move *Bigfoot IV* to the next bay  
over, where they have their base. Five of  
them with their guns — three on the bow



and two in the cockpit — stayed aboard for  
the 10-minute passage to the next bay.

Once we got the hook down again, they  
told us we could stay — but couldn't go  
anywhere else on the island because we  
hadn't gotten a permit. Ever since the last  
volcanic eruption at the Revillagigedos,  
getting permits for the islands has been  
difficult. We made many attempts to get one  
while in La Paz, but no official ever gave the  
same answer twice about whether a permit  
was required or how one could be obtained.

The actual boarding was no big deal to  
us, since we'd already been boarded by the  
Mexican Navy at least 10 times. The sailors  
seemed tense at first, but started to relax  
once we got the hook down. Ultimately, they  
allowed us to persuade them to stay and  
have coffee and snacks with us. Despite our  
broken Spanish and their broken English, we  
managed to have quite a pleasant  
conversation.

We learned that the navy group is based  
in Manzanillo, and that their small contingent  
spends three months at a time on the island.  
A ship brings them supplies, which they  
supplement with fish, lobster, and wild goat.



GUMBOOT



COURTESY BIGFOOT IV



**Spread; The scenery at Benedicto is dramatic - but repetitive. Noemi and Dora give Harry a hug during one of the season's many parties.**

Every time we've been boarded by the Mexican Navy, they have been extremely polite and friendly. Despite all the machine guns, this boarding party turned out to be the most friendly of them all!

We left Socorro — which reminded us of Mars because of the red soil and many little cones — for Zihuatanejo, and were able to sail most of the five days it took us to get there. We love Z-town, and had a wonderful time there seeing all our old friends. But what a change from Christmas the year before, when 130 cruising boats crowded the bay. This time — perhaps because of the La Paz and Mazatlan Ha-Ha's — there were only 30! We felt sorry for all the misguided souls who were spending the winter (brrrr!) in the Sea of Cortez.

The changes in Z-town from the previous year were minor: 1) The dinghy landing wasn't as crowded; 2) The *cervezas* at Noemi's had gone up from 3 to 4 pesos, and the *comidas* from 10 to 14 pesos; 3) Noemi had paved the backyard, which became the

setting for numerous performances — always to a packed house — by the Bigfoot/Gumbo Ya Ya band; 4) Ishmael raised the price of water by one peso, but is no longer permitted to sell diesel or gas from the *muelle*; 5) Due to complaints, the ice cream/fax store no longer lets you read through everybody else's faxes while looking for your own; 6) The ice cream/fax store now has a partner, Joaquin, the former owner of *Nirvana*.

As for the atmosphere of Z-town, it was still as relaxed and wonderful as ever. As such, it was with sadness that we said goodbye to Z-town and some very good friends, and left for Acapulco on January 15 of this year.

A big and glitzy city, Acapulco was a bit overwhelming at first. We tied to a mooring buoy just outside the Acapulco YC, and were delighted to discover that the club is quite an oasis and in a nice neighborhood. Although it's away from the hustle of the city, there are buses every few minutes that can quickly take you just about anywhere for two pesos — or about 25-cents U.S. Taxis are also quite reasonable — after the obligatory negotiation. Another nice touch was Mitla, a good but inexpensive little restaurant across

the street from the yacht club. The owners gave us an ashtray as a souvenir — even though we don't smoke.

The worst part of Acapulco was the check-in — but not because of the people, who were very nice, or the basic procedure. The problem is that the three offices you have to visit are spread all over the big city — and aren't easy to find. The port fees, 50 pesos a day minimum, are the highest we've been charged. It's obvious that the system is set up for commercial vessels and they aren't used to having skippers of private yachts check themselves in. The yacht club checks boats in for a fee.

While in Acapulco, Harry took a bus trip to Mexico City to go to the U.S. Embassy to get his passport renewed. Security was tight — they even took his aerosol can of deodorant — but he got a new passport in just an hour. He found it a little depressing to see the line of people, 10 abreast, snaking around the entire block, hoping to get visas that would legally allow them into the United States.

Provisioning wasn't hard in Acapulco, as we loaded up at Sam's Club, Price Club, WalMart, and the numerous big grocery stores. Despite the fact our wallets were a little thinner, the totally restocked *Bigfoot* was a little lower in the water when we left for Huatulco.

Huatulco is a bit touristy, but it's on a small scale and nicely done — with the exception of the waterfront disco. Readers might recall that Huatulco was the site of a guerilla attack last year that left 11 people

**'Bigfoot IV', a Morgan Out-Island 41 with a bowsprit, lays to her hook just offshore of the volcanic flows of San Benedicto.**



BIGFOOT IV



# CHANGES

dead and the port captain wounded. As a result, there is a high military presence and there are even armed guards at the floating dinghy dock.

It's at Huatulco that southbound cruisers begin playing the Tehuantepec waiting game, hoping for a big window that will allow them to cross the gulf without being whacked by a Tehuantepec'er. Other boats waiting with us included *Island Star*, *Destiny*, *Serenity*, *Gumboot*, *Quente*, *Pressure Drop*, *Cirrus*, *Kismet* and *Bon Ami*. When the window opened, there was a mass exodus. Due to the great sailing winds, we continued non-stop to Playa Del Cocos, Costa Rica. We did experience one small knockdown near Cabo Santa Elena, but the only damage was a broken restraining rail in the galley. It was over so fast — except for the mess in the main salon — that our cat Ag just left the main salon settee for the V-berth to continue her snooze.

— harry & melly 4/15/97

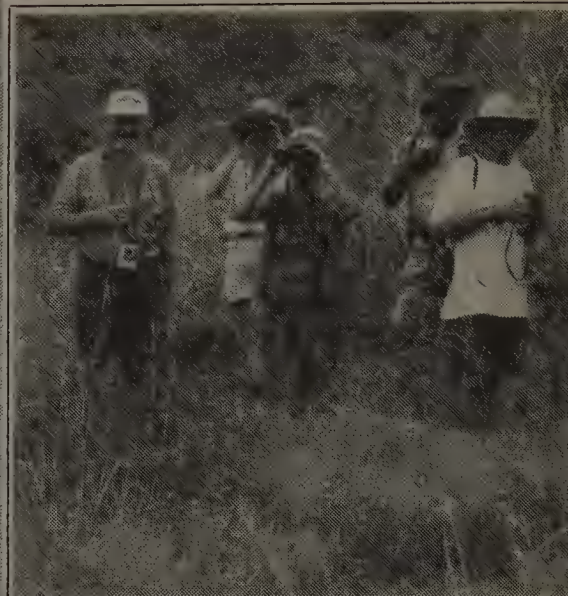
## **Dana — Santa Cruz 35/40 Jim Foley & Linda Moore East Coast Of Africa (Santa Cruz)**

Right now we're about 10 miles up the Rufiji River in Tanzania — looking for hippos and crocodiles! So our cruising adventure continues.

We think our last letter was from Micronesia. From there we continued southwest, island-hopping from Palau to Sulawesi, Indonesia. We spent some time in Bali and Singapore, then motorsailed up the Straits of Malacca to Malaysia and Thailand. After three months of sailing around the Phuket area, we moved west to Sri Lanka to enjoy some inland travel.

We had exceptionally good weather at the Maldives, our next stop, and were thus able to visit and dive at 12 different islands in the archipelago. We continued south across the equator to the Chagos Archipelago where we found Salomon Atoll to be a real paradise. We stayed for two months — but wished it could have been longer.

During June and July we zig-zagged across the Indian Ocean from the Seychelles to Madagascar and on to Kenya, enjoying many island anchorages along the way. In Kenya we had to make The Big Decision: head north to the Red Sea and the Med, or sail south along the African coast. A safari into the Serengeti Plain tipped the scales, as we decided Africa would be a fascinating continent to explore. So we elected to take a



slow trip down the coasts of Kenya, Tanzania, Zanzibar and Mozambique.

So far it's been very enjoyable, with good sailing and exotic anchorages. There are very few cruisers in this part of the world, but the locals are friendly and the fishing has been great. We'll be spending some time at the Zululand YC before we continue south to Cape Town.

— jim and linda 4/97

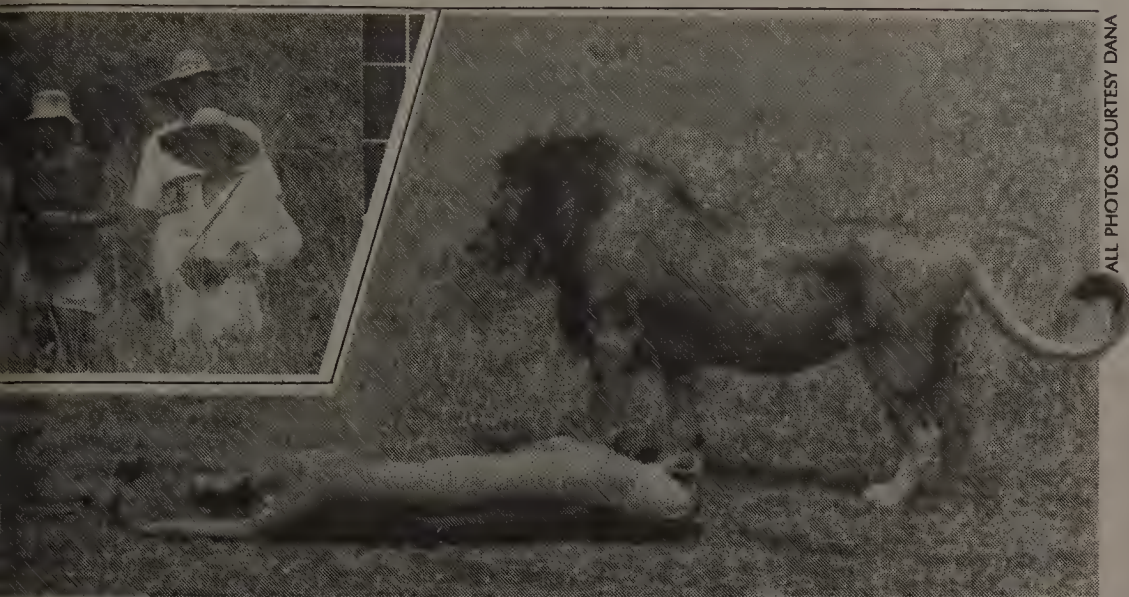
## **Sorcery — C&C 61 Clyde, Dianne, And Annie (12) Kwazulu-Natal, South Africa (San Diego)**

Last June, my wife Dianne, our daughter Annie, and I were travelling up the Coral Coast of Australia from Bundaberg toward Darwin. It had been mostly a pleasant trip inside the Great Barrier Reef, and now we were looking forward to going 'Over the Top' — as rounding Cape York is called Down Under. After a couple of magic nights at Night Island, *Sorcery* made short work of the 45-mile run to Portland Roads, an outpost of perhaps half a dozen houses. Arriving just after lunch, we had plenty of time to go to shore.

We were all smiles, as we were anchored



# IN LATITUDES



ALL PHOTOS COURTESY DANA



**Spread; The Northern California crews of 'Dana' and 'Kokana' join Aussies from 'Bardoo' and 'Only Tomorrow' on safari in Kenya.**

about 125 miles from the Cape and the trades were blowing steady and warm. Better still, friends Neil and Helen aboard *Alexandra Louise* would arrive soon and we could explore the sights together. I slipped below to rest in the forward berth — sliding the hatch open just enough to let in some air. Soon our friends arrived and it was time to launch the inflatable.

Back on deck, I called Annie to help winch the dinghy up while I pushed it over the side. It's a 3.8 meter dink with a 9.9 hp outboard, so it takes some pushing! With the dink at chest height, I gave a mighty push, and stepped forward — right into the hatch I had only recently opened. Down I went! The next thing I saw was the prop on the outboard coming back at me, as I lay with my leg stuck in the hatch. I fended it off successfully, and started to remove my leg — when I realized something wasn't right.

As I eased my leg out, a deep gash just below the knee became visible. Dianne rushed topside to see blood covering a large area of the deck. "Get Helen," I cried, somehow remembering she was a nurse. A

pediatric nurse, actually, but I wanted to be babied anyway.

Helen and Neil arrived as soon as they could inflate their dinghy — which was in record time. Helen took charge, sending Neil with Dianne into town to search for medical help, while Annie made tea. Helen and Neil, after all, are English. Still flat on my back, Helen propped my leg up with a fender and cleaned the wound with a sanitary napkin to apply pressure. We had gauze pads, but none were big enough for this wound. She also prepared the wound for suturing in case no outside help was available.

We were all visibly relieved when the scouting party returned with the news of a clinic only 30 kilometers away and a waiting taxi driver. Although the trip was only two hours, it would be four-wheel drive the whole way, so the wound had to be wrapped tightly. Getting all 6'4" and 200 lbs of me into the dinghy wasn't easy, but once settled in, Helen reached over and took my hand and held it. That warm and personal gesture was very comforting.

Once on the beach, we met Jeff, who would be our taxi driver. My wife later described him as "a thinking man's Crocodile Dundee". The trip to the clinic — through beautiful rain forest — took over two hours. But Jeff was a great driver and tour guide,

and his commentary on the local flora and fauna kept my mind off my wounded leg.

When we arrived at the Lockhart River Clinic, we had to round up the nurse and other personnel to open it. The first nurse took one look at the wound and summoned the head nurse. There are no doctors in these remote clinics, and the 'flying doctor' had just left. When the head nurse saw the wound, she said, "You're going to Cairns." I told her we'd just sailed 265 miles from there, and I didn't fancy going back.

In a voice that invited no dissent, the head nurse said, "Look at this: That's your bone and that's ligaments. See how wide and jagged the opening is? Just look at this mess!"

"What's this over here?" I asked woozily.

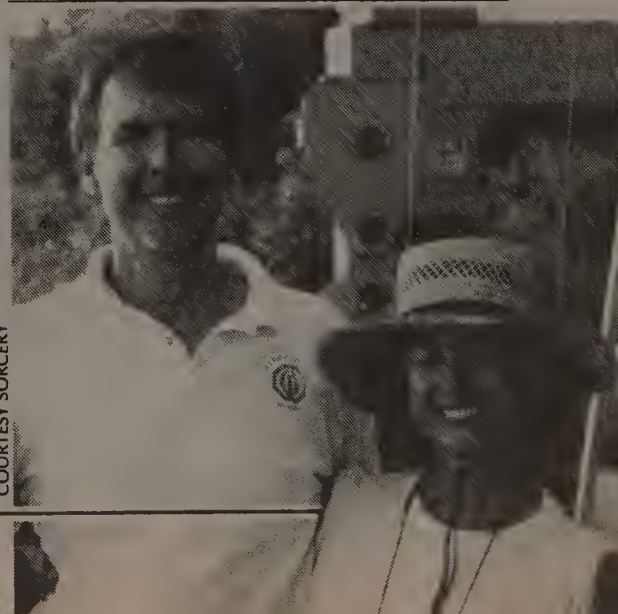
"Fat!" she shot back.

The nurse and Dianne — she who must be obeyed — had made up my mind, I would have to go back to Cairns. The Lockhart River Airport isn't busy and noon the next day would be the first — and only — opportunity to fly out. I was given a happy pill and then a shot to make me forget my cares. Dianne then had to return to stay with our daughter aboard *Sorcery*.

After being loaded into a twin engine Cessna the next day, I started to worry about how I would manage in the 'Big Smoke'. I wasn't wearing shoes and didn't have a toothbrush or razor — let alone a change of underwear. Neil and Helen lent us some Australian dollars and I had some U.S. dollars — but how would I get to the hospital? To the bank? Where would I sleep? These and other assorted questions kept running around in my head.

When the plane landed and the door

***Clyde and Dianne Lane of 'Sorcery' take a break during a haulout in Australia. They, plus young Annie, handle the 61-footer themselves.***



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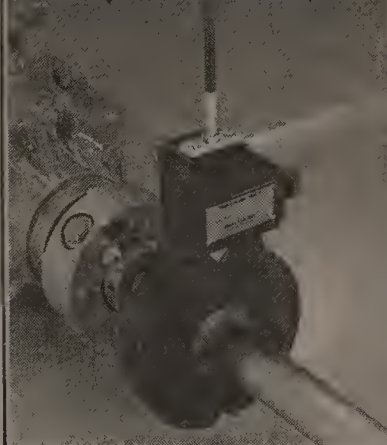
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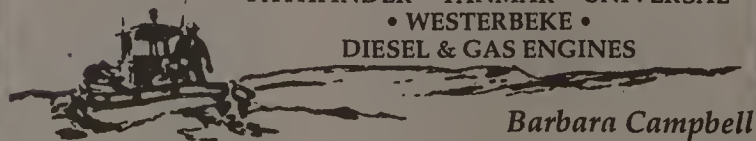
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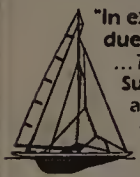
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# CHANGES

opened, a man with a huge grin stuck his head in and said, "Hi, Clyde!" With a shock I realized it was our friend Stewart of *L'equipe*. "Don't worry," Stewart said, "Dianne radioed us and everything is arranged." His jolly confidence was a welcome relief, and indeed everything had been arranged.

Dianne had been on a local marine ham net, and when she explained our situation the offers flooded in! Frank, of the Australian yacht *Tshintu*, responded by saying he had a car and that his wife was a nurse. Then Stewart said he'd meet the plane and I could stay with him and Josie aboard *L'equipe*. Don and Nancy of *Bag End* advised they'd take care of the toothbrush, razors, books, and such. Norm and Gerri of *Witchcraft* offered to do an overnigher to reach *Sorcery* in case Dianne needed any help with the boat. Soon there were more offers of help than jobs to be done!

Stewart reassured me with "No worries" on the way to the hospital while Yvonne held my hand. I'd hoped for a quick stitch job, as the only return flight to Lockhart River was in the morning. After explaining what happened to various hospital staff, the universal response was: "So why did they send you here for stitches — they do that kind of thing up there all the time?" My feelings exactly!

But once the nurse removed the bandages she called for a doctor. Soon a rosy-cheeked physician — I have underwear older than this guy — was examining the injury and telling me how lucky I was. "Just a little this way or that and you would have been in real trouble," he said cheerfully. "We can stitch you up in four days."

Four days?! He explained that because the injury had been open in the tropics for more than a few hours — over 24 by this time — they had to assume that it was infected. Therefore, it would have to be inspected for signs of infection, cleaned every day, and packed with gauze soaked in saline to keep the skin moist. If there were no signs of infection after four days, suturing would take place.

This hadn't been my plan. Four days — and each day I would have to travel to the hospital, my leg almost unusable. Well, Stewart took me home to Josie and made me comfortable on their beautiful Little Harbor design. They made me feel like an invited guest, so I settled in for the duration.

Yvonne promised to take me to the hospital every day and watch over my care. She had been the head nurse at the largest



hospital in Sydney, and her standards were exacting. It was hardly necessary as the care I received at both Lockhart River and Cairns were first rate. Still it felt nice to have her there to explain what was happening and why. She explained the danger of closing a wound and having it become infected versus the difficulties of suturing flesh that has been opened for several days. She said the sutures would need to be large to avoid the dried edges of skin.

This reminded me of the line in the movie *M\*A\*S\*H* when Frank Burns asks, "Officer or enlisted?" When the nurse replies "Enlisted," he says, "Make the stitches big."

As the fourth day drew near, I tried to relax and hope for the best. *L'equipe* stayed at the marina an extra day to make things easier for me on stitching day. The doctor was very relaxed and asked me to call him Richard — there was none of the aloofness common with doctors in the United States. He worked for some time forcing the flesh back to its original position while Yvonne looked on. When asked if I wanted a mirror so I could view the proceedings, I declined. Soon it was all over, with both internal and external stitches.

Dr. Richard recommended I stay a couple

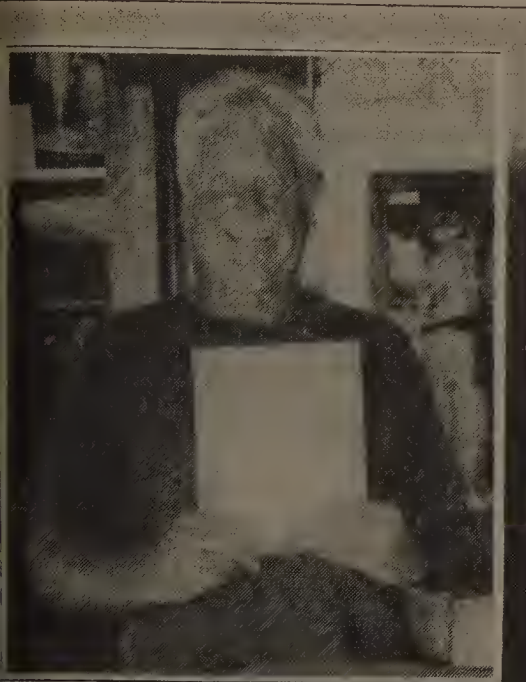
*Spread; 'Sorcery' on the hook at an anchorage in the Whitsunday Islands. Inset; Bill Carber takes a reading break after a hull-deck separation.*

of more days just to be sure everything was OK, but I felt I needed to go home. Dianne had booked me on a flight the next day, so after reviewing the procedures for removing the sutures in 10 days, I thanked him and said 'goodbye'.

That night I stayed aboard *Bag End* with Don and Nancy, who'd contacted Dianne and Annie via ham to let them know that things were fine and on schedule. Nancy had collected a small library of books for me to read — I was going to need them. Shirley and John of *Intercept*, both nurses, came by and gave hints on removing the sutures. The next day I was loaded onto the airplane for an uneventful flight back, then the slow drive to Portland Roads. When I got there, we had to race the outgoing tide. Norm recruited a local fisherman to help carry our inflatable over the coral, while Gerri helped me hobble over the broken ground. It hadn't been an easy trip, but it felt good to be home.

This was not the end of our adventures. Five days later, feeling we could wait no longer, we set out north in the company of *Witchcraft*. Dianne and Annie felt a little intimidated handling a 61-ft boat by themselves, particularly with the trades





SPREAD, CLYDE LANE. INSET, BOB FERDON



cruising kitty as an instructor at Club Nautique, Gimble is sailing back to the Caribbean, mostly singlehanded.

While Christel and I were waiting at the Balboa YC for Gimble and Cramb, word quickly spread that the 20th anniversary edition of *Latitude* had arrived. This is when we met Bill Carber of Sausalito, who needed the intellectual stimulation. As you can see from the accompanying photo, he was one happy guy. Carber is delivering the French designed *Leda* from St. Tropez to Alameda. He was awaiting repairs after the foredeck separated from the hull while on the way to Panama.

On April 16, *Take It Easy* picked up the pilot and proceeded under the Bridge of the Americas to begin our Canal passage to Colon. We were scheduled for a one-day transit — highly unusual for such a small boat.

While enroute, we passed two yachts enroute to Balboa, which were outside of the channel markers. Ernesto, our pilot, said that was dangerous because there are many tree trunks just below the surface. Nonetheless, in order to save time and make his target of a one-day passage, Ernesto directed Gimble to use the 'Banana Channel'. While still inside the channel markers and in 50 feet of water, we hit a tree trunk that was about one foot below the surface! It lifted *Take It Easy* and turned her about 90° to starboard before we stopped. After the tree threw us off to the side, we had no trouble seeing it. The problem turned out to be that a channel marker had 'strayed' and the pilot didn't catch it.

We monitored the hull and bilge closely until we reached Gatun Locks, where Ted swam under the boat for a quick check of the hull. Finding no damage — other than a little paint missing — we proceeded through the locks and tied up at the Panama YC, where Gimble dove for another inspection.

While discussing the incident at the yacht club restaurant, we learned that *Pressure Drop*, another San Francisco-based sailboat, had also hit a tree. This was in another location, although again outside of the channel. The Canal Commission sent a team for an underwater video inspection of the damage. *Pressure Drop* did suffer minor damage and the Canal Commission has promised to pay for it.

The feeling here is that the pilots assigned to yachts are less experienced and their performance is somewhat sloppy. *Pressure*

*Drop*, for example, has a photo of their Canal pilot asleep on the deck! I felt that our pilot was conscientious and attentive, but that his desire to complete the passage in one day caused him to take an unauthorized short-cut. As always, the skipper must remain alert.

Less than an hour after we arrived at the Panama YC 'refreshment stand', we were approached by Bill Taggart, owner of the 77-ft yacht *Trident*. He was looking for tires and line handlers for a Saturday passage to Balboa. This fit perfectly with our schedule, so after Gimble departed for Belize, we boarded *Trident*.

At 0830 on April 20 — while preparing for our noon appointment — the pilot arrived and said, "Let's go!" Another point for skippers to keep in mind: The assigned day is about the only sure thing, as the appointed time is merely a general guideline. After some hustling, we got underway, picked up the pilot, and proceeded to Gatun Locks. Here we were delayed because one of the 'mules' (locomotives) working the cruise ship ahead of us had died. It took a while to replace him. This delay resulted in a two-day passage, with anchoring at the Gamboa maintenance station. This is where Carber felt compelled to catch a baby caiman that was swimming in a little cove. He quickly found that the little guy didn't want to visit, and was forced to let him go. Demon rum was not part of this fun.

This transit was uneventful and we reluctantly left Carber and *Trident* to return to the grind. In only a couple of years, the Americans will be completely out of Canal

*Even more Bay Area sailors lock through the Canal. Bruce Fowler and friends help Serge Testa make the transit. See 'Cruise Notes'.*



## Take It Easy — Dufour 27 Ted Gimble, Bob Ferdon, Et Al Panama Canal (Alameda)

Club Nautique members Sam Cramb, Bob Ferdon and Christel Pierce flew to Panama City, Panama, to experience the up close and personal thrill of transiting the Panama Canal aboard *Take It Easy*. The Dufour 27 is normally singlehanded by Ted Gimble, who made one trip with her to the East Coast and back. After replenishing his



# CHANGES

operation. One can only hope that the Panamanians retain the high standards set by the Americans — and that the required maintenance gets performed.

— bob 4/15/97

## Cruise Notes:

"We're 100 miles off the coast of China enroute to Japan," writes John Collins of San Rafael, who is delivering the motorsailer **Merlion** back to the United States on behalf of the government. "A mother ship dispatched a skiff, which first began pacing our port quarter, then our starboard quarter. The two fishermen aboard the skiff motioned for booze and food. With piracy always a consideration in the South China Sea, their suspicious behavior, and no weapons aboard, I pulled out a case of UTH chocolate milk — and fired a rapid succession of small cartons at the would-be assailants. My aim wasn't completely true, and the cartons hit the skiff, the console, one guy in the chest, and knocked another's bamboo hat off his head.

"They then signaled they had two aboard their skiff and wanted to know how many were on our boat. Although we only had a total of three, I held up five fingers and

shouted, "And a garrison of blood-thirsty Ghurkas in the bilge!" They smiled, donned their bamboo hats, and returned to their mothership. If all went to schedule, we departed Japan — which is great! — on May 7 for a trip across the North Pacific. We hope to be in San Francisco by June."

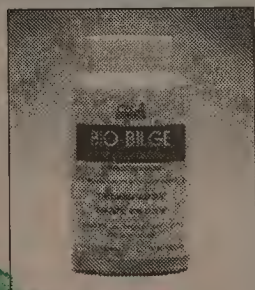
Normally a yacht salesman in San Rafael, Collins often bids on unusual delivery jobs offered by the U.S. government. In a typical case, the government has a boat that's been seized somewhere else in the world for smuggling and needs her brought back to the States. Delivery skippers who bid on such jobs take a big gamble, because the government usually has very little information about the condition — or even type — of vessel that needs to be delivered. When Collins brought the Ocean 71 **Elmo's Fire** up from La Paz for the feds, for instance, he'd had to bid without knowing if she had sails, a running engine, a standing rig, or anything. Collins made out with the *Elmo's Fire*, as he was able to make her reasonably seaworthy in just a couple of

days, and had a quick and easy trip up to San Rafael. Collins may not be doing as well with his current bid, as a previous crewmember reports that *Merlion* is not a fast boat and couldn't sail to weather to save her life.

Former *Big O* captain John Beatty, who spent the last season racing and cruising in the salubriously warm Caribbean, got the big chill in late May. He was crewing aboard the legendary Herreshoff 72 **Ticonderoga** for the Bermuda to Newport run, and a little more than halfway to their destination they sailed out of the Gulfstream. "In just six minutes the water temperature plummeted from 78° to 42°! I put on all the clothes I had," he laughs, "but 16 pairs of shorts didn't quite do the job."

"Our circumnavigation just sort of happened — primarily because the world is round and it's a lot easier, dryer, and faster to sail downwind," report Brian and Mary Alice O'Neill of the Warrenton, Oregon-based Norseman 447 **Shibui**. The couple arrived in Puerto Vallarta in April to complete their circle of the globe. "It's nice to be back, and our plans are to visit our family and take a break," they write. "But we're thinking about sailing to Alaska next

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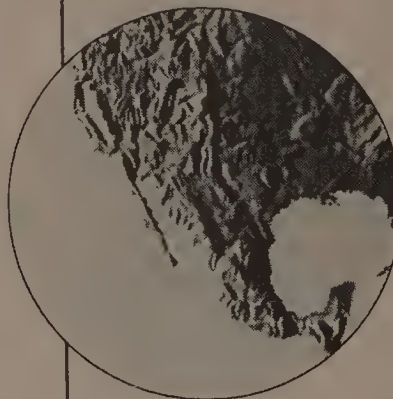
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summer." Incidentally, the O'Neill's kept precise records of their expenses and have documented how cruising costs vary from one region to another. Check out their article elsewhere in this issue.

"Like all Bay sailors," writes Bruce Fowler of the Alameda-based **Cock Robin**, "when Steven Kibler and I pack to go on a sailing trip we stuff our bags with *Latitudes*. Our most recent trip was to visit Serge and Robin Testa, who invited us to help them take their 60-ft custom **Encanto** through the Panama Canal. That Canal is an engineering marvel that shouldn't be missed! Serge and Robin left Panama on April 4, and should be back in San Francisco by the first week of June to complete their circumnavigation."

If there's an award for having done circumnavigations on sailboats with the greatest difference in length, Testa might have the record. The 60-footer he did his most recent circumnavigation on is *five times* longer than the 12-footer — yes, 12-footer — he took around the first time. We can't wait to ask him which trip he liked better. By the way, Testa is the author of *500 Days, Around The World On A Twelve Foot Yacht*.

"We're planning a trip to Mexico this December aboard **Scaldis**, our 1936 50-

foot steel ketch," write Brian and Cara Riddell of Monterey. "As we plan to leave our boat in Mexico for six months, we'd like a source that lists all the marinas and boatyards between Z-town and the Sea of Cortez. Can you help?"

The only source we know would be the **Boating Guide to Mexico** by Captains John Rains and Patricia Miller. Although it's the most recent and detailed cruising guide to Mexico, the bad news is that the book is no longer in print and most bookstores are out. The good news is that Miller's Point Loma Publishing still has about 75 copies left. If you hurry and send a check for \$45 — which includes shipping and handling — to Point Loma Publishing, Box 60190, San Diego CA 92166, you still might be able to get a copy.

For those who can't get the guide, we can report that there are marinas and boatyards in **Cabo, La Paz, San Carlos, Mazatlan, Nuevo Vallarta, Puerto Vallarta, Manzanillo, Barra de Navidad, Ixtapa, and Acapulco**. Rather than make an

advance reservation, we recommend you sail to Mexico first, dial into the 'coconut telegraph' to hear what kind of reviews cruisers are giving each marina/yard, find out if you like the area with the most promising marina/yard, and only then make a decision. There's no rush, as most marina/yards have room during the summer months.

"When thinking about sailing stopovers," writes John M. Bradley of **Squeegie**, "don't forget the 'E Spot'. You can find it at Humboldt Bay's Victorian-flavored seaport of **Eureka**, an old friend to sailors headed north or south along the Northern California coast. Recent changes are making it even more friendly and accessible.

"The new Bonnie Gool guest dock on the Eureka side offers 380 feet of town-side berthing — with showers and shopping within easy walking distance. Register for berthing at the Adornis Recreation Center next door. The view from your cockpit will be nearly straight up at the famous gingerbread Carson Mansion. Some of the area's finest restaurants — as well as the regional tourism office — are located just a half a block away. In addition, the City of Eureka is well into remodeling the 440-slip Small Boat Basin, which is also located on

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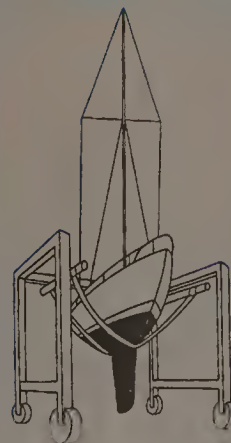
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# CHANGES

the city-side near the end of the Inner Reach. When completed, it will include guest docks with amenities, a new home for the 60-year-old Humboldt YC, and a short walk to Old Town with its shops and marine chandlery. Completion is set for the summer of '99.

"Finally, the infamous Humboldt Bar will be tamer when the local Harbor District completes a deal with the Army Corps to dredge another three feet out from under the entire entrance channel. This will happen in '98, and will make access easier and safer for fishermen and visiting sailors alike. And don't miss some of the other nearby attractions, including our famous redwoods."

Ha-Ha III vet George Backhus of the Sausalito-based Deerfoot 62 *Moonshadow* recounts the best and worst of his season in Mexico:

"The highlights were St. Patrick's week — not day — at Barra de Navidad and the huge party at Philomena's Los Pelicanos Restaurant, which is the greatest cruising hangout on the coast. Spending Super Bowl Sunday at the Playa Blanca Club Med at Careyitos. Killer windsurfing in Z-town Bay. Valentine's dinner, dancing — and skinny dipping — at Z-town's posh Port Mio Resort. Dropping in at Casa Elvira in Z-town for one

— or more — of Carlos' excellent margaritas while listening to the mariachis play *When the Saints Come Marching In*. Keeping Z-town awake with our all night dance party aboard *Moonshadow*. Catching a 7-foot sailfish on the way to Las Hadas. Side trips to the ruins at Teotihuacan, the colonial 'Silver City' of Taxco, and Cuernavaca, the 'City of Eternal Spring'. Diving for lobster — yum-yum — while avoiding huge moray eels in the caves at Isla Isabella — and the one that got away by hiding in my dive vest! Mountain biking in the jungle above Puerto Vallarta. Dinner at the Quinta Laura, a 15,000 sq. ft. villa in P.V. with our buddyboaters Ruth and Buddy. Golfing at Isla Navidad on a course that rivals Pebble Beach. Driving the dinghy full throttle through a narrow passage in the mangrove jungle at Tenacatita. The many, many cocktail parties aboard the many, many yachts of the many, many cruising friends we've made in Mexico. Sitting in the Barba Negra Bar in La Paz, drinking margaritas and watching reruns of the Baja 1000 — with

narration by John of *Cruiser*, a 15-time winner of the event.

"Now for the lowlights. Beating up the coast from Z-town in 20-knot winds and 10-foot seas. Being incapacitated for 48 hours in Puerto Vallarta with food poisoning. Getting my wallet swiped in a Mexico City subway. Ingrid's running shoes being swiped off the deck of the boat in Barra de Navidad — and the replacement pair being swiped out of Miriam's bag at the airport! Being endlessly harassed by the *vendadores* while eating out. Forty-knot winds while anchored in Caleta Partida."

"The couldn't-be-further-from-the-truth award goes to the two women overheard talking on the docks at Puerto Vallarta: 'I don't think I could live on a boat,' one said to the other, 'there wouldn't be anything to do.' Ha! I'll spend the summer in the Sea of Cortez while Ingrid attempts to re-enter the 'real' world by returning to her career at IBM in San Francisco. In November *Moonshadow* will continue her migration south, with stops at my favorite places in Mexico, then Guatemala, Nicaragua, El Salvador, Costa Rica, the Galapagos, to be followed in March by the passage to the Marquesas.

John Neal and Amanda Swan of Friday



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Harbor, Washington, have begun another season of offshore chartering with **Mahina Tiare**, their brand new Hallberg-Rassy 46 — which is actually 48 feet long! The first leg to their ultimate goal of New Zealand was from Victoria to Hilo in late May, and all the berths were full. In fact, all but five of the season's 48 slots have been taken. Call 360-378-6131 for information. Neal notes that their spring cruising seminar season was the most successful ever, as all seven sessions were complete sell-outs. "We've never seen so much interest," says Neal. "Boomers are getting older and deciding they'd rather live life to the fullest rather than die with piles of money in the bank."

If you'll be cruising the San Juan Islands soon, note that on May 31 **Roche Harbor Marina & Resort** celebrated a \$4 million expansion that increased the number of slips by 126 to a total of 238. Previously, Roche Harbor had to turn many boats away for lack of capacity. In addition to 36-ft to 140-ft slips with power, water, TV, and phone, the marina and resort has new showers and a laundry, groceries, fuel, a restaurant, bars, swimming pool, tennis, gardens, Customs, an airport and seaplane base, and a post office. After spending all that money on

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expansion, they'd probably like to hear from you, so give 'em a jingle at (360) 378-2155.

Participants in Ha-Ha I may remember David Bonner and his ladyfriend Kelle Weston — really great folks — and their 40-ft aluminum Palmer/Johnson **Majic**. Bonner has nearly two circumnavigations to his credit. In any event, while cruising 40 miles north of St. Martin in the Eastern Caribbean

last May 22, the U.S. Coast Guard decided that despite it being a few minutes after midnight, a 'safety inspection' couldn't wait. Bonner alleges that the Coastie boarding team, buffeted by what they admit were 3 to 5-ft seas, rammed his boat, causing \$400 worth of damage to his new lifelines and considerably more damage to the boat's brand new paint job.

Legally, the Coast Guard is obligated to pay for such damages, but Bonner says they sent him round and round when he tried to find the necessary form to fill out. After writing his congressman, he got the form.



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# CHANGES IN LATITUDES

But when the Coast Guard received it, they denied that any damage had been done. So more than a year later, Bonner's stuck with the repair bills. Back in Fort Lauderdale doing canvas work and sail repair again, Bonner reports that he and many other South Florida sailors are becoming increasingly disgusted with what they feel are Coast Guard abuses.

"We're busy preparing ourselves and our Freeport 36 **Party Animal** for a two to five year cruise," write Ray and Jan Johnson of Sacramento's Catalina Fleet 4. "After cruising down the coast this summer with fellow Catalina fleet member Gary Phillips, we'll spend two months in San Diego. In late October we'll head south with the **Baja Ha-Ha IV** fleet."

"Ray has been a scuba diver for the past 40 years," they continue, "and has always wanted Jan to be able to join him. The prospect of diving in the warm waters of Baja proved sufficient motivation for Jan to take lessons at Sacramento's Dolphin Diving Center with Catalina Fleet 4 members Dan and Lorraine Olsen. Dan will be part of our Ha-Ha crew while Lorraine will fly down to Cabo to meet us. While in Mexico, we hope

to be able to met with yet more Fleet 4 members, Mel and Judy Johnson, who have been cruising Mexico for the past year aboard their Catalina 36 **Steppin' Out**.

When Michael Frankel of Orange Park Florida visited Havana's Hemingway Marina last year with **Sabra**, he got a quick lesson in how bad the Cuban job market is. When checking in, a Customs officer said he was pleased to meet Christl, Frankel's German crew, because Christl is a medical doctor. The Customs officer explained that he was a surgeon himself, but at the moment Cuba's 'planned economy' needed customs officials more than it did surgeons. Sadly, this example of wasted skills is no joke.

The most dreaded two-word concept for cruisers in Mexico is 'Baja Bash'. After a season — or seasons — of sailing in mostly light warm winds and smooth seas, the upwind and upcurrent cold weather bash from Cabo to San Diego is a nightmare for most cruisers. It didn't turn out that way for **Adventure Cat**, the Hughes 55 catamaran

that is normally based out of San Francisco's South Beach Marina but had spent the winter working out of Mazatlan. According to Hans the skipper, they cruised across a lumpy Sea of Cortez at 10 to 13 knots in 25 to 30 knots of breeze, and then had a fabulous 8-day trip up to San Diego. "John and I have been running this boat for five years," says Hans with a dreamy look, "but probably the most magnificent sailing we've ever had was on the way home from Cabo. The sailing was spectacular!"

Hans, who owns an Ingrid ketch, and John have also had some good sailing since resuming charters back on the Bay. "One afternoon we came out from behind the lee of Angel Island into a strong breeze, and during the crossing to the Ferry Building in San Francisco sailed with the speedo at between 18 and 20 knots the whole time." Despite her short rig, **Adventure Cat** once hit 22 knots with 49 passengers.

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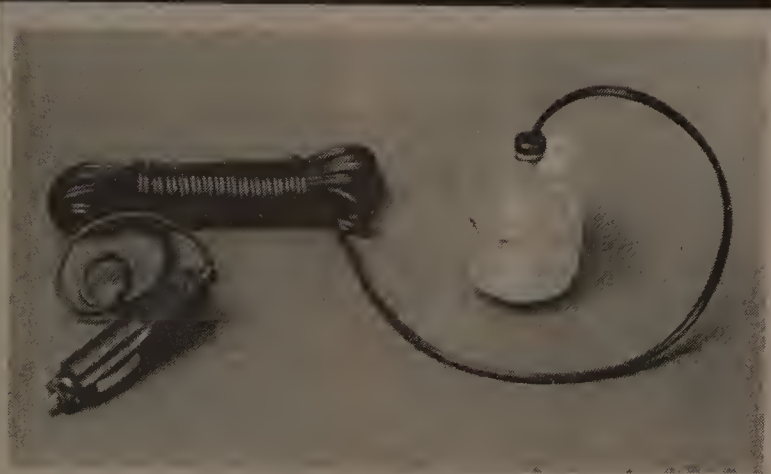
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**INFLATABLE, OUTBOARD, SAILING DINGHY.** 10 ft Achilles Hypalon inflatable dinghy (top of the line). \$1,260. Tohatsu/Nissan 18 hp o/b. \$1,160. Buy inflatable & o/b, \$2,280. 8 ft Fatty Knees lapstrake fiberglass sailing dinghy. \$1,870. Call (415) 964-0747.

**3 SCULLING BOATS.** A single: \$800. A double: \$550. A triple: \$1,500. For particulars call Phil, (415) 332-8783.

**505 RONDAR, 1975.** Trailer, 2 sets of sails. Great entry level boat. Located at Encinal Yacht Club. \$700. David, (510) 865-9099.

**CAPRI 14.** On galvanized trailer with bearing buddies. Great, easily handled family daysailer. Asking \$1,185 obo. Will trade for JY9 or similar sailing tender that can hang on davits. Call Dave at (415) 869-5095.

**12-FT SF PELICAN.** Stored in carport. Not used recently. Includes 2 sails, spars, centerboard, rudder, tiller, outboard bracket, trailer. \$650 obo. (209) 521-2290.

**FJ SAILNETICS, US#4227.** Proctor C mast, main, jib, spin used 1 season, trapeze, trailer. Always kept inside, stiff. Good condition. It's time to prepare for the FJ National & World championships on SF Bay this summer. \$2,000. (707) 887-0667.

**CORONADO 15 W/COVER & TRAILER.** Great shape & ready to sail. Current registration. New hiking harness, newly resurfaced rudder & centerboard, more. Need money for school. \$1,200 obo. Darren, (916) 758-7245.

**7-FT MONTGOMERY LAPSTRAKE** rowing shell, \$250. 11 ft black & yellow French FG sleek sailing racer, \$450. (415) 571-7979.

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**AVON 2.85 ROLL-UP** inflatable sportboat, 9'3", 4 person, grey. Set it up or stow it away in minutes. Compact, easy to store. Includes oars, pump, repair kit, storage bag & 10 yr warranty. Brand new, still in the box. \$1,750. (415) 332-9231.

## 24 FEET & UNDER

**DUFOUR 24.** French built, roomy, fast cruiser. Quality construction, VHF, DF, compass. Serviced Volvo i/b diesel, 4 berths, complete sails, toilet system, stove. See in Alameda. \$12,000 obo. (510) 658-1309.

**SAN JUAN 21, 1981 MKII.** Exc condition. Main, jib, genoa, 4.5 hp o/b, EZ-Loader trailer, compass, Porta-Potti & ground tackle. Ready for daysailing or weekend cruising. Reduced to \$3,500 obo. Folsom, (916) 989-1802.

**BE SOMEBODY, SAIL A BEAR.** One design racing, camaraderie, colorful history, affordable fun. A great Bay boat for over 66 years. The SF Bay Bear Boat Association can put you in touch with a few good Bears. Telephone Marty Zwick at (415) 289-0303.

**J/24, 1980.** Original owner, dry sailed, good condition, used very little. Outboard, trailer, VHF, race rigged. \$6,800. (415) 459-5652.

**O'DAY DAY SAILER I, #2872.** Better than new. Ballenger spars, North sails, custom traveler, new hull paint, race rigged with extra flotation. Galvanized trailer, road ready. \$2,999. (415) 459-5652.

**BEAR 23.** Classic SF Bay woody with history. 2 jibs, new o/b, full cover. Nice original condition. Berthed in SF. Must sell. Sacrifice @ \$1,200. (415) 387-1547.

**RANGER 23, 1974.** Great Bay boat in excellent condition. Includes main, 2 jibs, VHF, 6 hp Evinrude o/b & more. Ready to sail & enjoy. \$5,000 obo. Phil, (415) 695-9409 eves or (415) 905-2110 days.



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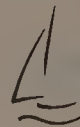
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**22-FT WESTERLY CIRRUSS, 1968.** Strongly built British pocket cruiser. 6 ft headroom, sleeps 4, separate head, separate galley, lifelines, 5 sails, 6 hp Evinrude o/b. Safe & stable, ideal for small family. Well equipped. *Yachting World's* 1968 outstanding sailboat. \$3,500. (415) 885-6787.

**RANGER 23, 1977.** A real steal! Must see it to believe it. \$2,000. (707) 645-8003.

**23-FT DEHLER SPRINTA SPORT.** Perfect for Bay & beyond. Solid, racey, rare beauty. Fiberglass hull, mahogany/teak interior, new standing rigging, new instruments, 6 hp o/b, alcohol stove, inflatable, 5 sails. \$5,000 obo for elegance & comfort. (510) 307-9948.

**YARD TRAILER FOR CAL-20 or 18-22 ft.** Adjustable keel tray width. 15"-6 ply Goodrich tires. Very strong dropped axle. 11" ground to keel. 2" removable coupler. Licensed thru 3/98. \$500 obo. Call (707) 426-6016.

**CATALINA 22'S (2), 1971.** Trailer, swing keel, bottom paint, upgrades, racing genoa, M/J, new ('89) main/135%. New cabin cushions, 6 hp Johnson. \$3,350. 1976: swing keel, lifelines, pop-top, trailer, Honda 7.5, M/J. \$4,175. Telephone (916) 989-9360.

**SANTANA 22.** All lines lead aft. Nice Pineapple main & jib, plus 2 older jibs. Outboard. Copper bottom paint & unique topside paint scheme. Boat has been well maintained & ready to sail in an active class association. Berkeley slip. Contact (408) 455-1619.

**RANGER 22.** Gary Mull design, fixed keel, trailer, Harken gear, 4 hp Johnson o/b, 6 North sails including spinnaker & gear. Great shape, mostly dry & fresh water sailed. A great Bay & lake boat. Brisbane Marina. \$4,200. (408) 245-4671.

**J/24, 1981.** Great racing, daysailing, learning boat. Excellent condition & lovingly maintained. 3 sets sails, new Awlgrip deck, faired keel, epoxy bottom, dry sailed, Harken windward sheeting traveler. Navico system 200 knot speed/log, Seagel battery. Includes 5 hp Nissan & Trailrite trailer. \$8,500 obo. (408) 427-3934.

**A PAIR OF 10-FT GERMAN BUILT** mini twelve meters with custom built side by side trailer. Harken furlers, full boat covers & more. Asking \$2,500. (510) 521-3432.

**CATALINA 22, 1987/POP-TOP.** Perfect for Bay or lakes. Easy to sail and trailer. Boat, motor, sails, trailer, great condition. New Evinrude 9.9 (electric start) and many other new items. Not a fixer-upper! \$11,300. Call for the complete inventory. (707) 822-9276.

**CAL 2-24, 1968.** 9.9 Mercury. Great Bay boat. Extras: 4 sails, new depthsounder. No trailer. Have already bought new boat. \$1,650 offer. (510) 458-6782.

**J/24, 1978.** Fast East Coast boat, good condition, dry sailed. Tandem axle trailer, 4 hp Evinrude o/b, competitive sails, holly/teak cabin sole (vermiculite job). \$7,500. Todd, (510) 935-0748 eves or (510) 933-2910 ext 238 days.

**ISLANDER BAHAMA 24.** Sturdy, full keel. Complete boat in good condition. Rebuilt o/b, spinnaker, main, 2 jibs, VHF, depth, all lines lead aft. \$2,500 obo. (415) 873-3617.

**COLUMBIA 22.** Cruiser/racer, Santa Cruz berth. '95 Johnson 6 o/b. Comfortable, solid, stable daysailer. Accommodates 4 plus adults up top. \$1,800 obo. Russ, (408) 458-9020.

**RANGER 23, 1976.** New bottom, new main, 2 spinnakers, 2 jibs, 6 hp Evinrude. Ready to race or daysail. Clean, sturdy, fun! Sausalito berth. \$4,700. (415) 435-0857.

**CATALINA 22.** One owner. Swing keel, pop-top, slide out galley w/sink & stove, dinette area & table. Sleeps 4, Porta-Potti, all new factory interior/trim/cushions. Suzuki 7.5 hp longshaft engine. New anti fouling bottom paint, new zincs & keel smoothed 7/96. Excellent condition. Trailer w/extension tongue & brakes, used only minimally. \$4,950. Mr. Gera, (707) 442-1741 weekdays.

**CATALINA 22, 1974.** Excellent condition. Swing keel, trailer, 6 hp Evinrude, galley, pop-top w/ curtain, 3 jibs, whisker pole, split backstay. Lifelines, interior/exterior lights. Teak handrails, cockpit grating & hatch. Fresh water sailed only. \$4,500 obo. (916) 257-5729.

**CATALINA 22, 1987.** Fixed keel, pop-top with new enclosure. 6 hp Sailmaster longshaft with alt. 30 hrs. 110%, 90%, VHF, KM, DS, AP, potti, boomvang, adj backstay, 4 Lewmars. Interior like new, exc cond. Prime Coyote Pt. slip. \$6,500 obo. (415) 592-6395.

**CAL 20.** Great Bay boat. Refinished interior & cushions. Head, Main, jib, storm jib, main cover. Hauled 10/96. 6 hp Johnson, motor bracket. Pulpit, side rails, windvane. Richmond Marina Bay. \$1,600. (209) 432-6346.

**CAL-20, 1967.** On trailer. Main, jib & 150% genoa. Tabernacled mast & many upgrades. \$1,500. (408) 458-8263.

**22-FT WOODSCHOCK, 1978.** Fiberglass hull, sleeps 4, 2 mains, 2 jibs, 6 hp o/b, Porta-Potti, running lights. Richmond Marina. Great for romantic sunset cruises. Asking \$2,400. Call Ben, (510) 845-5840.

**CORONADO 15.** All new rigging in 1996 to class specifications. New spars, new lines, blocks & cleats. Galvanized trailer with new wiring & lights. \$2,500 - Must sell! (510) 337-9619.

**21-FT TED HOOD DESIGN.** Main, spinnaker, jib & genoa. 1979 AMF 2100. Stanchions & lifelines all around. Retractable keel, cockpit enclosure, Porta-Potti, sleeps 4. '91 Nissan 8 hp o/b & '91 Trailrite trailer. Great shape! \$4,500. Make offer. (707) 426-2357.

**FLICKA 20, 1982.** Pacific Seacraft w/many custom improvements, propane oven & refrig, VHF, Lorán, GPS, solar panel, Bruce, CQR, 5 sails. New SS rigging, bronze ports, 18 hp 3 cyl diesel (FWC). On galv EZ-Loader trailer. Excellent condition. \$29,500. (619) 758-9777.

**CATALINA 22, 1985.** Trailer, retractable keel, tabernacled mast, mainsail, genoa, jib, Honda 7.5 hp, anchor, lifejackets, Jim Buoy, fire extinguisher, flares. Compass, dinette table, ice box, alcohol stove, sink, water tank, pop-top, sleeps 4. Extra clean. \$6,000. (415) 969-5667.

**CAL 24 W/TANDEM TRAILER.** Clean, classic Lapworth. Basic solid cruiser. \$1,350 obo. Call (916) 573-0767.

**J/24, 1982.** Excellent condition. Faired keel & hull. 3 sets of sails. New standing & running rigging. Lots of new hardware & other go fast equipment. 4 hp o/b, trailer, mast mover. Set-up for fast racing. (510) 236-1977.

**YAMAHA 24,** quarter ton. Great race, daysail or weekender. Large cockpit & surprisingly roomy cabin. 14 bags including 3 spinnakers & new Genesis main & jib. New Honda 8. Consider smaller trailerable in partial trade. \$4,800 obo. (415) 459-7953.

**ISLANDER BAHAMA 24.** Custom modified pilot-house with 6 ft+ headroom. New: paint, cushions, curtains, battery, wiring, backing plates, lifelines, cabinets. Inside steering, Edson wheel, all lines aft. Johnson 6 l/s, Porta-Potti, thruhulls, clubbed jib, 2 mains, 2 jibs, extra winches. Modified v-berth, extended quarter berths, wet locker, manual bilge pump, rear pulpit, anchor w/18 ft chain & 160 ft nylon rode, SS deck vent, full boat cover. \$3,950 firm. (415) 456-2022.

**BEAUTIFUL VENTURE 2-24.** New full batten main, new sail cover, new 155% genoa, 130% genoa, spinnaker, working jib, older main, Autohelm Tridata knot/depth with alarm, trip log, AM/FM stereo cassette radio, marine radio. Repupholstered & carpeted cabin, new 8 hp Evinrude w/generator, new deck paint, weather covers, dual burner stove, icebox, Porta-Potti, 2 anchors w/rode, MOB pole. Tabernacle mast, retractable keel (1'-4" to 6' draft), custom rudder, dual axle trailer. \$4,995. (510) 770-0470.

**HOLDER 20, CONFEDERACY OF DUNCES,** hull #58, is reluctantly for sale (too many boats, not enough time). Study little boat with virtually new sails, speedo, nice trailer, many upgrades. Perfect for the Lake Circuit! Asking \$4,900. Rob, (415) 383-8200 ext 109 or Jim, (714) 974-7372.

**CATALINA 22.** Original owner offering a custom race/cruise ready C-22. Epoxy racing hull & keel, Interlux Barrier & other (looks like polished ivory). Custom rigged for singlehand cruise/race, beginner or advanced, solid strut vang, Harken hardware, selftailing winches, lines aft, Autohelm AP. North Regatta sails plus cruise inventory. Stereo, compass, DF, KM, VHF, GPS. Great race (complies with C-22 class) or most popular family cruise boat with trailer, 3,500 lb GW. Phenomenal boat spd for a C-22, twice 1st place winner of Div A Konocti Cup (26 mile race), 2nd boat for boat & 1st w/PHRF against 45 yachts. \$10,995. Call (916) 533-4897.



**S.F. PELICAN.** Sailing/cruising dinghy. Ply w/ West epoxy & foam flotation. 16' LOA, 12' LOD. Main, furling jib, spruce spars, Harken hardware. Like new. Includes 5 hp o/b, custom covers & trailer. Ready for Bay, San Juans or Baja. \$3,500 obo. (415) 332-9231.

**ERICSON 22, 1968.** Evinrude 9.9 hp, longshaft, 3 sails. \$1,500 obo. Telephone Carol or Brian at (415) 573-2594.

**SEAPEARL 21 CAT KETCH.** C-Bd, 2 hp engine, 400 lb water ballast, roller reefing/furling, dodger, full cover. Galvanized trailer. Fast, eye catching, super condition. In Sausalito. Way under Blue Book. \$3,500. (415) 383-5262.

## 25 TO 28 FEET

**ALBIN VEGA 27, 1977.** Harken roller furling, dodger, new fuel system, Penta MD6/B, hauled 6/96, includes transmission & stuffing box overhaul kit. Redwood City. \$6,000. (415) 949-1844.

**CORONADO 25.** Comfortable cruising layout, sleeps 5, sound hull & rig, needs cosmetics. \$1,800 obo. (408) 267-4982 eves or daytime msg.

**28-FT BRISTOL CHANNEL CUTTER.** Traditional rig. "Home sweet cruising boat". Outstanding example of modern strength & classic beauty. Beautiful wood interior, full headroom, sleeps 4. Volvo Penta MD7A diesel. 8 sails, 5 anchors. Fully equipped & ready. \$65,000. (310) 833-4491.

**HUNTER 27, 1980.** All sails plus genoa. Wheel steering, diesel, newer dodger, new bottom. Sleeps 5, new battery, stereo/cass., VHF, Porta-Potti, full winter canvas cover. Delta sailing only. \$11,800. Must sell. Jack, (209) 462-8927.

**NOR'SEA 27, 1990, s/v Quivira.** Beautiful aft cockpit cruising sloop. Many extras. Please call for details sheet. \$45,000 firm. Contact Pat at (408) 744-0498.

**ISLANDER 28, 1978.** Atomic/b, full batten main, full batten jib, storm jib, jib, spinnaker, VHF, depthfinder, knotmeter, windspeed/direction, stereo radio, Autohelm, feathering prop, 2 batteries & charger, many extras. \$17,000. (209) 948-8081.

**YAMAHA 25, 1978.** Best on Bay. New sails, lifelines, standing & running rigging, diesel. Like new condition, behind Svendsen's yard, berth 373. Asking \$7,500 obo. (510) 980-4046, iv msg.

**25.9-FT/7.7 SAN JUAN, 1982.** Built by Clarkboat Pleasure Boats. Exc condition, stored out of water, sailed in fresh water only, moored in Lake Tahoe. Mercury o/b engine. Interior/exterior in prime condition. New CB radio. Sailed only 50 times since it was built. Sails in exc condition, stored in dark storage, full keel, no trailer. \$5,999 obo. Paul Bollinger, (916) 489-4600, 9am-5:30pm wkdays or (916) 974-7288, 12pm-7pm wkends.

**28-FT KINGS CRUISER.** Wooden coastal cruiser. Built in 1955 in Sweden, mahogany on oak, caravel planked. BMW D7 marine diesel. All bright above deck. \$4,000. (805) 528-2014.



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**CATALINA 25, 1979.** Swing keel, EZ-Loader trailer, 10 hp Honda o/b, poptop w/enclosure, dinette interior. Anchor & deck locker, tabemade mast, VHF, knotmeter, depthfinder. Larson sails w/Atlantic genoa, safety equipment, etc. Very good condition. \$8,900. (408) 970-9239 hm or (408) 481-4247 wk.

**PACIFIC SEACRAFT 25.** Rare find. On trailer in a barn in Tennessee. O/b, cutter rigged, bowsprit. Bristol. (615) 389-6749.

**CAPE DORY 27, 1979.** A fantastic boat. Over the last 2 yrs everything has been replaced & upgraded. New rigging, sails, instruments, ground tackle, upholstery. A stainless steel bow sprit was fabricated & installed for \$5,000. \$25,000. Carson City, (702) 885-2561.

**CATALINA 25, 1983.** Good condition, sailed very little. Swing keel, 9.8 o/b, 3 headsails including selftending club jib, new gennaker, all lines aft. Selftailing winches, boomvang, VHF, KM, DM, compass, cockpit cushions, 2 swim ladders, 2 anchors, alcohol stove, icebox, Porta-Potti. Shorepower hookup, poptop with curtain, full canvas cover. Achilles 2 man inflatable with cruise n' carry o/b. Trailer with special overload hitch & 4 new tires. Extras. \$10,000. (510) 828-0457.

**SAN JUAN 28, 1978.** Good condition, roomy racer/cruiser. Clean & serviced Atomic 4. Good electronics, AM/FM. Recent haul, paint & survey. 4 sails including asymmetric spinnaker. A great Bay boat. \$12,500 obo. (415) 928-1322 dys or (415) 775-9237 eves.

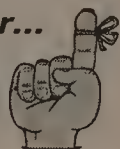
**CHEOY LEE 26, 1964.** Diesel Volvo i/b. Depthfinder, mainsail, spinnaker, 4 jibs. Sleeps 4, galley w/sink & stove. Porta-Potti in closet. Beautiful. Berthed Vallejo Yacht Club. \$6,500 obo. (510) 370-9338 after 6pm.

**27-FT VANCOUVER, 1985.** Full keel, built and factory finished in England. Cutter or sloop rigged. Boat trailer and extra equipment included. \$42,000. Telephone for more details. (800) 648-0958 dys or (702) 883-0148 eves.

**CAL 27, 1972.** Pop top, full sails, selftending jib, dropped-boom main, i/b Vire, knotmeter, depthsounder, compass, enclosed head, bottom paint '94. Fresh water boat (Stockton). Must sell. \$4,500. (209) 931-5457 or (209) 759-3439.

**25-FT CORONADO.** New bottom paint, 3 jibs, Barient winches, VHF radio, stove, Porta-Potti, stereo cassette, anchor, shorepower, compass, DS, KM, extras. Suzuki 8 hp. \$4,200. Contact (408) 779-4268.

**Remember...  
Classy deadline  
is a-l-w-a-y-s  
the 18th.**



**CAL 2-27, 1976.** Sail away in mint condition. New standing rigging, new running rigging, North sails, full batten main, 155%, 120%, 90%, spinnaker, 6 winches, all lines aft, KM, DS, VHF, Loran, i/b engine runs great. Beautiful teak interior, standing headroom, full galley, extra large head. Active class association. Fin keel performance cruiser for Bay or offshore. You have got to sail this boat! Brickyard Cove, Richmond. \$11,900. Call Scott, (510) 376-8416.

**CATALINA 27, 1974.** '97 survey. Good condition. Atomic 4, pedestal steering, Autohelm, selftending jib, Loran Vector, VHF, KM, stereo system, much more. Sacramento River berth. Ready to go! \$8,700. (916) 685-9450.

**S2-7.3M, 1985.** Heavy, fixed keel sailboat. Mercury o/b with cockpit controls, 4 sails, roller furling, lines led aft, depth & knotmeters, Porta-Potti, new bottom paint. In Lake Tahoe. \$7,500 terms. New trailer also available. (702) 826-4258.

**CATALINA 25, 1982.** Swing keel, excellent condition, selftailing winches, Autohelm, depthfinder, Loran, charger, compass, stereo, VHF, modified traveler. 2 anchors, new interior, 9.9 hp o/b, stove, head, fresh bottom paint, 8 ft Achilles dinghy, etc. Must see. \$8,600. (510) 427-1226.

**NEWPORT 28, 1974.** Atomic 4, just tuned. Hauled & painted in April. Martel folding prop. 5 sails, race set up. Charco cabin heater, new stainless fuel tank & masthead. Full headroom, sleeps 6, well maintained. \$7,500 obo. (707) 937-4464.

**26-FT CLIPPER MARINE SLOOP, 1973.** Sleeps 5, 6'3" headroom with top popped. Swing keel, electric start Evinrude 9.9. Sails are like new. New tires on trailer. \$3,500. (408) 662-9572, please lv msg.

**26-FT PEARSON COMMANDER SLOOP.** Full keel, many extras. Priced to sell. \$5,800, offer considered. (510) 527-3628.

**NOR'SEA 27, 1991.** Factory finished aft cabin model. Yanmar 2GM20Y 140 hrs. New hard dodger, Furuno radar, ICOM SSB, Autohelm 1000, and more. \$58,000 obo. Reimi, (510) 682-1260.

**27-FT SLOOP.** Cold molded mahogany, 6 ft headroom, sleeps 4, new 9.9 Honda, new Lefiell mast/boom, double axle trailer. 90% complete. \$7,000 or make offer. (916) 771-3311.

**CATALINA 27, 1976.** Exc condition. '94 National Champion. SF fleet champion several times. Fast, tricked out. Harken & custom hardware. 2 speed winches, Pineapple sails, all lines led aft, quick reefing. VHF, KM, DS. \$7,500 obo. Call Karl at (510) 268-0544 or Frank, (415) 493-8763.

**ERICSON 27, 1974.** New in '92-'94: Standing & running rigging, North FB mainsail, North RF ST jib, electrical, propane stove, AP, dodger, 13 lines led aft, all Harken equipment. Beautiful but needs work on Atomic 4. \$8,000 firm. (510) 536-9378.

**TARTAN 27, 1966.** Sparkman & Stephens classic in great shape. New wiring, water/fuel tanks, reconditioned sails, full canvas, dodger, furling jib, all lines aft. Recently installed Universal diesel. Great Bay boat, ready to sail. \$10,500. Call Mike, (415) 324-1433.

**MacGREGOR 26X, 1996.** Newest features. Trailer, 4 sails, roller furling. Yamaha 4 stroke 50 hp for 20 knots. Wheel steering, complete gear, water skis, bimini. Dual batteries, sounder. Used in fresh water. Trails easily. Value \$28,500. Selling \$21,000. (415) 851-7663.

**CAL 28, 1968.** Excellent condition. Honda 7.5 hp 4 stroke, 6 sails in exc condition, new interior, propane stove/oven, sink, toilet, full keel. Sleeps 6, tiller steering, 9 ft beam, stereo, VHF, shorepower. Must sell, moved out of area. \$6,500. (209) 533-1732.

**CAL 2-27, 1976, TEMPO (#264).** Well maintained fresh water boat (Stockton). Pineapple main, club jib, 2 North spinnakers, Atomic 4. Race ready, exc race record, including 2 South Tower overall firsts. Newly refurbished interior includes 6 bunks, galley, enclosed head, stereo w/tape deck & lots of teak. All safety & cruising equipment. Price reduced to \$12,750. Call Art Aulwurm at (209) 942-0185, dys.

**CAL 2-27, 1977.** Rigged for singlehand sailing. Sails in good condition, VHF, Yanmar diesel, Autohelm, Loran. \$9,000 obo. (408) 251-6436.

**B25, 1992.** Fast boat, race or cruise the Bay, lakes & coast. Over-equipped, 10 North sails, full instruments include wind & KVH sailcomp, v-berth, trailer, slings, fared, Evinrude o/b, custom spare rudder. \$19,500. (408) 293-4967 or Mark28925@aol.com

**28.5-FT COLUMBIA DEFENDER, 1963.** Full keeled classic heavy fiberglass sloop. Raised deck. Great Bay boat. Big, comfortable cockpit & cabin. 6 ft standing headroom. Atomic 4 i/b. Refrigeration. Rigged for racing (including spinnakers), or cruising. Easy to singlehand for daysailing. Sleeps 4-6 cozily. In fresh water for 29 yrs. One family owned. In Sausalito. \$8,000. Telephone: (415) 331-1193, lv msg.

**CAL 25.** Sleeps 5, custom enlarged headroom, 6 hp Johnson o/b, deep keel, lifejackets, compass, anchor, good hardware, lines. Good condition, cushioning, partial teak interior. Sails great! Family fun! \$3,400 obo. Contact (415) 491-0116 or (415) 472-4090.

**MacGREGOR 26, 1987, SAILING BIG.** Numerous additions & safety features have been made to this fine craft. Heavy rigging, lines lead aft, roller reefing, 4 reef points, flattening reef, cunningham, adjustable backstay, toe & handrails, Harken traveler & cam cleats, 15 hp, electric start, depth, knotmeter, VHF, chart table. Lots of storage. Call Helm's marine in Alameda, (510) 865-2511.

**RANGER 26, 1973.** This Gary Mull designed boat is considered to be one of the finest sailboats of its size on the water. Ready to sail. Great boat for Bay & Delta. Fully reconditioned. New KM, DM, compass, fuse box, bottom job (no blisters), boom, companion-way doors, cushions, carpet & dinette. Honda 9.9 hp o/b with low hrs, VHF, Pineapple main & jib in great condition, polished mast & hull. Located Berkeley Marina. Priced to sell at \$6,900 firm. (510) 526-9524.

**ERICSON 27, 1971.** Atomic 4, new exhaust, Martel folding prop. Sleeps 5, sink, watersystem, 2 burner stove. VHF & depthsounder. 5 sails & whisker poles. 6 Barient winches. All lines lead to cockpit w/teak grates & cushions. \$10,500. Pager number: (800) 507-4726.

**TRITON 28.6, #265.** Loran, depthsounder, knotmeter, Autohelm, Lectrasan waste system, Atomic 4, new bottom job 4/15/97. In San Francisco at China Basin. \$6,500. Contact Tom at (415) 621-5242.

**28-FT PHILIP RHODES WOOD SLOOP.** 10 hp MD6A Volvo diesel engine. 3 sails in exc condition. Full canvas cover. 6 ton. \$2,900. Catalina 27, 1980. Atomic 4 engine out, in basket, ready for rebuild. 3 sails & spinnaker. \$4,500. Trade possible. (510) 532-1332.

**DUFOR 27.** Volvo, good sails, Autohelm 1000, Loran, AC refer, good cruiser, good liveaboard. \$8,000 obo. Berthed Embarcadero Cove Marina in Oakland. (916) 878-8665.

**BRISTOL 27.** Full keel, proven cruiser. Mex/TransPac. All lines led aft. Singlehanders dream. Lots of equipment. \$6,800 obo. (510) 528-4216 or (510) 273-8513.

**27-FT PEARSON RENEGADE, 1968.** Classic Alberg sloop, new inboard Saildrive, 7 sails. Beautiful condition. Knot, depth, VHF, stereo, dual batteries & charger. Needs nothing. \$7,500. Call (415) 851-8053.

**25-FT SAILING DORY.** Gaff cutter rig, fixed keel, bow sprit, plywood & glass. Rigged for singlehanding. New sails & cushions, 9.9 o/b, AP, depth, lights, galley, potti, sleeps 4. Good condition. San Leandro berth. \$4,000. Call 7-9pm. (415) 948-5874.

**COLUMBIA 28.** Atomic 4, club foot jib, excellent singlehand, depthsounder, wood interior, Lectrasan head, compass, stove, refrig, sleeps 6. \$7,500. (707) 451-1336.

**PEARSON 28, 1986.** Great Bay & coastal cruiser. Yanmar diesel w/500 hrs. Fresh bottom, survey. Excellent & clean condition. Berthed in Berkeley. \$29,500. (916) 265-2070.

**RANGER 26, 1974, WITH TRAILER.** In good condition. 9 sails, 10 hp o/b & pedestal steering. Asking \$6,000. (707) 277-8840 after 5:30 pm.

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**ROBERTS 25, 1981.** Fiberglass pocket motorsailer. Large cabin, 6'9" standing headroom, Volvo Penta saildrive diesel MDIC w/160 hrs. 3 sails, LeFiell rigging, interior needs to be finished. This is great for cruising, also trailerable. \$4,000 obo. (415) 563-3747.

**CATALINA 25.** Perfect Delta boat, swing keel, furling jib, jiffy reefing, EZ-Loader trailer. Canvas, VHF, AM/FM cass, Honda 100/4 stroke, gas BBQ, new standing rig. Breezin' in the water, let's take her for a test drive. \$10,000. (916) 447-4519.

**CATALINA 27, 1985.** Great diesel engine, furling jib, head & tank, dinette w/stove. Life Sling, split backstay, 3 anchors, radio, full safety rails & more. Bottom needs re-doing. Best offer by 6/30/97. (510) 672-1681.

**25-FT FOLKBOAT, BRANDT-MOLLER,** Denmark, 1958. Wooden classic, very sound. Race or cruise. 3 sets of sails, engine mount. Sleeps 2. Due for haulout, routine refinishing. Must sell. \$3,000 obo. Ed, (510) 933-5222.

**MacGREGOR 26, 1992.** Water ballast, easy to trailer & lots of fun to sail, Loran, VHF, extra sails, stereo, 9.9 Yamaha w/generator & electric start, bimini, etc. Loaded with all the right stuff, including sailing instructions. \$9,795. (510) 447-3115.

**ERICSON 26, 1969.** VHF, Loran, compass, depth, knot, head w/holding tank, dual batteries, up-graded winches, 2 speed '93 Evinrude 9.9 electric start, alternator. Sleeps 5, beautiful custom cabinetry. Practically everything new in '90's. Too much to list. \$5,600. (415) 731-8194.

**26-FT JUNK RIG FOLKBOAT.** Custom built, cold molded. Mahogany/cedar. West System throughout. 3/4 complete. Excellent singlehander. Sail, mast, hardware, etc included. \$3,000 obo. Brandon, (916) 661-5980 or (916) 662-0602.

**CATALINA 27, 1984.** Diesel, new batt, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder. Double lifelines, Lifesling, main, 120% furling jib, holding tank, y-valve, auto bilge pump, Tillermaster. \$13,000. (408) 778-0047.

**NEWPORT 28, 1984.** Diesel, wheel, furler, new upholstery '97, jib '93, standing rigging '96, bottom paint 5/97, shorepower, h/c pressure water, enclosed head w/holding tank. Loran, VHF, AM/FM stereo, DM, KM, WS. Well maintained. Asking \$17,900 obo. (510) 533-5659.

**BRISTOL CHANNEL CUTTER, 1977.** Sam Morse hull/deck, teak exterior, new Perkins 3 cyl w/MaxProp '95, new stainless water tanks & aluminum fuel tank. Cruising vet with lots of gear. \$40,000. Located San Rafael. (415) 332-8081 or (607) 754-9242.

**25-FT VENTURE.** New North sails, Honda 8 & all the racing/cruising gear you will ever need. '96 Div 1st place, PHRF Interclub series. \$7,000 obo. Call for complete equipment list, or leave your fax number. (408) 266-7399.

**26-FT PEARSON WEEKENDER.** Main, 90% jib, 120% jib, bottom done 9/96, new larger rudder, lifelines. Great Bay boat. Sleeps 4, head, sink, stove. 7.5 Honda o/b. Large cockpit. \$6,750. Call (408) 534-1361.

**26-FT EXCALIBUR, 1967.** Abandoned at marina. No engine, sails or boom. Great project boat for cheap! Cannot be anchored out in Richardson Bay. \$500. Kappas Marina. (415) 332-5510 or (415) 331-5919 eves.

**RANGER 26, 1969.** Good condition, lots of sails (10), VHF, compass, depthsounder, KM, windspeed, 6hp o/b, 6 winches. Berthed Alameda. Asking \$6,250. (408) 377-6192 lv msg if no answer.

**25-FT NORDIC FOLKBOAT, US 115.** Built new 1992. Glass hull. Custom wood deck, cabin, cockpit, interior. Minimum weight, frequent winner in active fleet. 3 suits sails for racing/cruising. Outboard, cover, many extras. Gas House Cove berth #190. \$8,000 firm. (510) 653-8752.

**SANTA CRUZ 27, 1977.** With double axle trailer, 2 main sails, 5 jibs, 2 spinnakers, pole, double lifelines, 5hp o/b, VHF, radio-stereo, safety equipment, extras. Dry stored in Santa Cruz, very clean. \$9,000. (408) 657-0885.

**28-FT SAN JUAN.** Diesel, autopilot, roller furling, Lectra San head & 3 axle steel trailer. \$10,500 boat. With trailer, \$15,500 firm. (800) 331-7626 or (916) 791-0362.

## 29 TO 31 FEET

**J/29, 1983, BLACK LACE.** Fast fractional racer/cruiser. Several times class champion, rigged for racing but great Bay cruiser. Well maintained. 8hp o/b. In Sausalito. \$21,000. (408) 765-1240, days.

**OLSON 30, 1983.** Hull #209, original owner, never raced. Great condition. Dry stored in Santa Cruz. Includes 3/4 spinnaker, full set of working sails & trailer. Single spreader rig. \$16,500 obo. Call (408) 454-3403.

**RAWSON 30, 1966.** Very strong blue water cruiser, 22 lb Bruce w/rode, propane stove/oven/heater, Tillermaster & Navico 5000 AP's, windvane, radar, VHF, Loran, stereo, DS, h/c running water. Great interior, lots of storage, quarter berth, Volvo Penta diesel, 6 sails, D/L rig, Mexico/Hawaii/BC vet. Cutaway keel, 2 ST winches, swim ladder, recent survey & bottom paint, propane sensor, hard windsield, dodger frame. Documented. \$16,000. (415) 794-9519.

**30-FT LANCER, 1982.** Professionally maintained fractional rig, 2 mains w/2 reefs & flattener, roller furling genoa, spinnaker, two 155%, 135%, 100%. Yanmar 2 GM, Martec folding prop, whisker pole, 6 Lewmar winches (all selftailing), sheet stoppers, all lines to cockpit. ML-8000 Loran, Autohelm 3000, clock & barometer, AM/FM cassette stereo, 7 x 50 binoculars, radar reflector, 25 lb CQR, Danforth 22, type I lifejackets, 5" Ritchie compass. Wheel pedestal, Kenyon depth, speed & wind. ICOM M80 VHF, 60 gal fresh water, 2 burner propane stove & oven. 2 battery system, shorepower, hot water heater, Lifesling, Halon fire extinguishers in engine compartment, opening hatches & ports. Recent survey, must see to appreciate. Vallejo Yacht Club. Original owner. \$24,000. (510) 754-3055.

**BUCCANEER 2950.** 30 ft solid cruiser built in 1979. Volvo diesel. Boat recently hauled. Original owner. Ready to sail away. \$15,000 obo. Call (510) 676-7611.

**CATALINA 30, 1988.** Wheel, fin keel, roller furling system, 25 hp Universal diesel w/fresh water cooling. One of the only 30's with teak & holly floor. \$33,500. (916) 269-2312 or (916) 573-1448.

**ISLANDER BAHAMA 30, 1981.** Meticulously maintained. Spacious interior. Diesel, wheel, dodger, Harken furling headsails. Autohelm, VHF, DS, KM, Loran, stereo. Epoxy barrier coat. New standing rigging. H/c pressure water, shower, stove w/oven. \$25,900. (510) 272-1307 dys or (510) 530-6862 eves.

**29.5-FT HUNTER, 1994.** New condition, Yanmar 18 hp diesel, 2 fully battened mains, furling jib, asymmetrical spinnaker, 6 winches, VHF, GPS, KM, DS, WS. Wheel steering, h/c pressure water, propane stove/oven, CD stereo, bottom painted 8/96. \$50,000. (408) 987-6549.

**RANGER 29....PRICE REDUCED.** Excellent Bay boat, loaded. Harken roller furling & traveler, dodger, hydraulic backstay, sails recently refurbished, barrier coat bottom. Lectrasan head, VHF, Loran, depthsounder, apparent wind, 2 anchors. Beautifully maintained. All lines led aft, spinnaker & all gear included, and more! \$17,000. Contact (510) 657-8234.

**30-FT SHIELDS CLASS SAILING SLOOP.** New paint on topsides & deck. Excellent sail inventory, competition sails like new, training sails very good. 2 compasses, exc standing rigging & running rigging. Proven champion. Can deliver to Bay Area. \$7,500 obo. (408) 625-6394.

**CAPE DORY 30, 1978.** Maintained to highest standards. Harken roller furling jib, modified staysail, drifter, full battened main, dodger, wheel steering, AP, Volvo diesel, log/speed, sonar, VHF, Loran C. Upgraded 110/12v wiring, Newmar 110 v charger, standing rigging new '93. A fine yacht. \$34,000. (805) 568-1949 morning-evening.

**31-FT MARINER KETCH, 1972.** Fiberglass, Perkins 4-107 diesel, wheel steering, propane stove, roller furling, pressure water system. New in '94: mainsail, standing rigging, VHF, DS, GPS, knotmeter, windlass, replaced deck, cockpit, fuel tank. Mahogany interior. Mexico vet. \$27,000 obo. (510) 466-5182.

**ISLANDER 30 MKII, 1971.** One owner, Atomic 4, estate sale, VHF, depth. Well maintained. Great Bay & Delta boat, galley, fresh water tank, sleeps 6. Was just surveyed & valued at \$14,500. Asking \$11,000 obo. Will finance. (510) 462-8625 or (408) 468-0804.

**CATALINA 30, 1984.** 21 hp diesel, wheel, dodger, roller furling, Auto 4900 w/remote, VHF, DS, KL, GPS, Loran, stereo cass w/4 spk, all lines to cockpit w/clutches, 6 winches, 4 s/t, single line reef, all Harken/Schaefer gear, AC/DC refer. LP stove w/oven, built in microwave, all new style white formica counter tops & table, 2 f. water tanks w/auto fill/dump from dockside supply 2 h/c showers, head & cockpit, Parr elec flush head, holding tank w/macerator. Red Dot underwayer heater, auto 2 bank batt charger, 2 extra new batteries, all new lifelines, low eng hrs & recent service. A great coastal, Bay/Delta boat. Very clean & shows like new. Bottom painted spring '96, bottom professionally cleaned by diver every 3 months. Complete engine service 3/97. Located Kappas Marina, Sausalito. Leaving Bay Area. \$31,500 obo. (800) 769-6103, Lake Tahoe.

**ERICSON 30, 1969.** Classy white sale. Diesel, sleeps 4, galley w/sink, stove/oven, cozy teak interior, custom storage w/lots of room. \$8,500 obo. Contact Janet at (415) 607-8702 or Otto, (415) 366-5343.

**LANCER 30, 1984.** Aft double berth, enclosed head, pressure water, Autohelm on Edson wheel, Yanmar diesel with saildrive, double reef main. Teak interior. Nice lines, sails sweetly on the Bay! \$19,500. You fix the cushion, I'll cut \$500! Call (510) 816-9542.

**OLSON 30, WYSIWYG.** Double spreader rig w/ dual axle trailer. Currently configured for ocean racing. Some racing sails plus others. Template faired keel. \$17,500. Don, (510) 527-5985.

**BOMBAY CLIPPER 31, 1979.** Good pocket cruiser & Bay boat. Yanmar diesel, good sails, dodger, basic electronics, roller furling, sound hull, wheel steering. Sleeps 5, standing headroom. \$25,000 obo. (510) 522-1566.

**SEA EAGLE 31, 1981.** By Stan Huntingford. Little cousin to his Passport 42. Sturdy construction & traditional Nor'Sea lines make her a modern cruising classic. A spacious teak interior completes this beautiful sloop. Many extras. \$46,000. Call for more info, (619) 756-3931.



### 28-FT ERICSON, 1988

30 hp Universal diesel. Bay & bluewater boat, sleep accommodations for 6, galley, hot & cold pressure water with shower, wheel steering, VHF. Interior like new. Stockdale Marine (916) 332-0775

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**CAL 2-29, 1974.** Diesel 12 hp, wheel, fin keel, full batten main, 180%, 110%, spinnaker, standing rigging new in '94, Stay-Lock fittings, lines to cockpit. Speed, depth, VHF, Autohelm, windlass, bow roller, pressure water, sleeps 6, propane stove/oven, propane heater. Documented. \$15,000. (510) 522-4489 or (510) 447-4126.

**LIVELY LADY, 30-FT MAHOGANY/TEAK SLOOP.** Classic beauty, renowned race winner designed by Gary Mull of America's Cup fame. 10 sails, just hauled, painted, sleeps 4, Serious wood lovers only. Sausalito, Clipper, Basin 3, #576. Asking \$6,700. Call Tom at (415) 439-5385 or (415) 332-2962.

**NOT YOUR EVERYDAY ERICSON 29.** 2 time Mexico vet, maintained in top condition with lots of cruising gear. 10 sails, AP, wheel & tiller steering, fireplace, etc, etc. Will deliver anywhere. \$16,500. (714) 515-0113 or e-mail: 2097450@mcimail.com

**ELITE 29, 1984.** Huge, beautiful light elm interior. Gailey with h/c pressure water, enclosed head, 5'8" standing headroom, roomy rear stateroom, double berth forward, 2 settee berths. Harken furler, bow roller w/Bruce anchor, almost new Sobstad main & 95% jib, 140%. Inboard Volvo diesel. New: speedo, DS, Loran, batteries, solar panel. Recent survey. Professionally maintained, excellent condition. Great Bay & Delta cruiser. Berkeley upwind slip. \$22,000. (510) 923-3269 or (510) 652-0222.

**OFFSHORE 31, 1964.** Classic Herreshoff ketch, new sails, covers & electronics. Professionally maintained & in excellent condition. This beautiful ketch is an experienced ocean cruiser. Asking \$21,900 or trade up. (415) 928-7171. See her at Sausalito berth or at www.haufe.com

**30-FT PEARSON.** Sloop rigged, furling, all lines to the cockpit. Dodger. Volvo diesel i/b. 6 ft headroom. May be seen at Brunos Island Marina, Delta. \$17,500. Contact (209) 579-8408 dys or (209) 577-3139 eves.

**HERRESHOFF 30 KETCH, 1965.** H-28 modified. Double planked mahogany on oak frames. Documented. rebuilt Atomic 4, new SS keel bolts, new DS, VHF, KM. Very strong, beautiful boat. Good condition. Berthed in Napa. \$10,500 obo/trade. (408) 659-4818.

**CATALINA 30, 1988.** Wheel, 25 hp diesel, hot water pressure shower, battery charger, all lines to cockpit, roller furling jib, dodger, Sony CD, Jensen Marine cockpit speakers. Propane stove/oven, microwave, TV/VCR, BBQ, A-1 condition. Glossy red LPU hull. New bottom paint 10/96. Like new family cruiser. Sausalito. \$38,000. Contact (415) 459-2202.



**ERICSON 30+, 1985.** Excellent condition, well equipped cruiser/racer, wheel, refer, hot/cold water, heavy duty ground tackle, North sails, conventional spinnaker & gennaker. For sale or partnership. \$31,500 offer. (408) 293-4967 or Mark28925@aol.com

**CAL 29.** Diesel, dodger, dinghy, depth, AP, 3 anchors, wheel steering, cruising spinnaker. This boat is custom down below & is absolutely gorgeous. Meticulously maintained. A steal at \$16,500. Must see. (415) 332-5206.

## 32 TO 35 FEET

**32-FT DOWNEAST, 1977.** Sell or trade for 5th wheel or RV. Quality cutter rig cruiser/liveaboard. Ferryman diesel, wheel steering, VHF, DS, radar, AP, Loran. Exc ground tackle, power windlass, dinghy on davits, solar panels, custom extras. Asking \$37,500. (209) 225-1923.

**32-FT ISLANDER, 1977.** Sloop rig, Volvo Penta diesel, good sail inventory, new standing rigging, many extras. On 3 axle heavy duty trailer. Fiberglass dinghy. Dry stored at Marina San Carlos, Mexico. May consider trade. \$29,900 U.S. Call (719) 685-9698, Colorado.

**BEAUTIFUL HAWAII.** Customized 10 meter Pearson, 1976. Refitted in '96. Koa interior, corian counters, stereo, VHF, depth, knotmeter, AP, windvane, wind generator, Heart inverter, Link 2000. Fully batten main, 8 sails, dodger, full awning, 27 hp diesel. Cruise/race ready. Strong & fast. Slip available. \$49,000. (808) 247-2616.

**ERICSON 34, 1987.** Beautifully maintained sloop with under 325 engine hrs. New dodger, sail & binnacle covers, color coded rigging, CD/stereo. Force 10 heater, stove/oven. 150%, 110% & 90% roller headsails. GPS, Loran, VHF, depth/speedo, safety gear. \$62,500. (415) 917-0894.

**MARINER CENTAUR 34.** Cutter rig. Strong, world cruiser. Just back from Mexico & ready to go again. New sails, radar, HAM, 406 EPIRB, Link 2000R, Inverter, refrig, new Awigrip, new upholstery, too much to list. \$59,500. (415) 573-1332 or www.hooked.net/~yares/

**FAST 345, 1984.** (34.5') Great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious & beautiful interior with aft cabin. Fully equipped. \$45,000. Call us for details at: (206) 528-5794.

**32-FT TRADITIONAL WOODEN YAWL, Mickey.** Built San Pedro, CA, 1931. Oak & fir. Last survey 10/96. Dry rot in house. Hull dry & sound. Rig solid, lovely lines & temperament. \$6,500 firm. Call (415) 591-6920.

**HUNTER VISION 32, 1989.** Refrigeration, autopilot, clean, many extras. \$54,900. Contact Larry, (562) 404-1248.

**33-FT APHRODITE 101.** Danish built singlehanded racer/wkender. Recent micron-epoxy bottom. New sail inventory & running rigging. Loaded with electronic navigation, safety gear, ground tackle. Volvo diesel, Avon 4 man liferaft. Pt. Richmond, CA berth. Reduced to \$23,000. (206) 290-8580 after 4 pm.

**SANTANA 35, 1981, AT EASE.** Racer/cruiser. Well maintained, well equipped, diesel, forced air heating, water heater, Loran, hydraulics, dodger, full instruments. Marina Village berth. \$35,000. (510) 769-1201.

**TRUE NORTH 34.** A good ocean cruising cutter. Volvo diesel. Lots of good gear & sails. Abundant storage. Bigger inside than it looks. A good value at \$35,000. (916) 374-8219.

**HALLBERG RASSY 352.** Legendary cruiser, 1984/1996. Complete inventory including asymmetrical/sock. Sloop w/inner forestay, new teak deck & caprail, new hatches & ports. '95/'96: radar, SSB, HAM, VHF's, canister raft, 406 EPIRB. Lying Honolulu. \$104,500. Call for complete spec sheet. (808) 722-2388.

**35-FT CORONADO, 1974.** Center cockpit sloop. Large aft cabin & head w/shower, diesel w/500 hrs, new cushions, thru hull fittings & depthfinder. H/c pressure water. Gimbaled stove w/oven, refrig. Main, jib & genny. Fully equipped, in very good condition & ready to enjoy. Asking \$32,000, will consider offers or trade up. Fixer uppers ok. Call (916) 824-8875.

**WESTSAIL 32.** Perfect escape vehicle. Volvo diesel, 120 gal water, 80 gal dsl, 7 gal propane, 13 gal kerosene, 15 gal holding, 60#, 45# & 35# CQR's. Hard dinghy, 3 hp motor, Aries vane, Autohelm, GPS, fath, VHF, Sailor multi-band radio, 9 bags sails, watermaker, rigged oversized '91. Extra lead in keel, extra roving in hull, many spares, masthead tri-color, radar reflector, Shipmate stove, Chummy heater. \$59,950. Call 10am-5pm (510) 754-6663 or (510) 754-2628 eves & wkends.

**32-FT WESTERLY RENOWN.** Built in England, Laurent Giles design, fiberglass sloop, moderate draft fin & skeg, diesel rebuilt '94, small aft cabin, wheel steering, roller furling, electric windlass, stainless oven. Comfortable cruising. \$22,000. (805) 239-7716.

**YAMAHA 33, 1978.** Beautiful condition, wonderful all-fiberglass, racer/cruiser sailboat w/teak interior. Superior rigging, 3 jibs (150%, 110%, storm), boombrake, 30" wheel, electronics, 10 hp Yanmar diesel, CNG stove, shower, h/c pressure water. Moving, must sell. Oyster Point Marina. Contact (408) 269-4140.

**RHODES 33, 1943, HULL #25.** Needs loving woodworker for restoration job. Has all hardware & sails. In cradle, indoor storage, option to lease in Alameda. \$1,500 obo. Steve, (510) 769-0656.

**35-FT HALLBERG RASSY, 1960.** Strong bluewater cruiser with classic lines, solid mahogany on oak, strong & dependable, new main. New 29 hp Volvo, Aries windvane, anchors, rode, VHF, DS, lots of storage, AC refrig, 90 gal water, 55 gal diesel. \$17,000. (415) 794-9519.

**HUNTER 33, 1980.** Excellent condition, Loran fishfinder, beefed up rigging, new headstay, like new main, genoa, fin keel, Yanmar diesel, wheel steering, hot/cold shower, stove, etc. Very well maintained, fast, easy to sail. \$29,500. Contact (415) 896-2523.

**35-FT CHEOY LEE LION, TEAK, 1962.** Keel up restoration '96, LPU hull, tabernacle Forespar fractional rigging, 4-107 Perkins diesel 50 hp, h/c pressure water, VHF, Loran, depth, electric windlass, refrig, new dodger & boat cover. Beautiful racing cruiser. \$24,950. Call (916) 873-4839 or (805) 984-3300.

**32-FT CHALLENGER.** Yanmar diesel engine with less than 100 hrs. Standing rigging replaced '94, Schaeffer roller furling, 2 jibs, spinnaker, jiffy reef, new traveler, cunningham, boomvang, topping lift, USCG approved Lectrasan head, new stainless steel 30" wheel, new stereo with AM/FM, tape, CD & remote control. Berthed at San Francisco Harbor. Great sailboat & just like having a weekend apartment in the City. The slip is transferable with the boat. Needs a little TLC below deck. Asking \$19,500. Call Rich, (408) 354-2719 or Harvey, (408) 353-8624.

**C & C 35 MKI, 1972.** Total refit end of '93 w/rebuilt Atomic 4 & exhaust, new main, new cushions, new standing rigging, new Furler. Total epoxy bottom end of '96 w/guarantee. 10 Barient winches, CNG, spinnaker, refrig, upgraded electric. Have owned & cared for this boat for 23 yrs, now it's your turn. Quick sale price \$25,900. (510) 439-2058.

**33-FT CHEOY LEE CLIPPER, 1975.** Staysail ketch. Topsides done in '90, Autohelm tri-data, Volvo diesel, VHF, LPG stove, h/c pressure water, wheel steering, teak interior, diesel heater, Lloyd's certificate, dodger, full cover. Excellent condition. Great coastal cruiser. \$35,000. (415) 892-3072.

**35-FT CLASSIC MOTORSAILER, 1965.** Fiberglass Chris Craft center cockpit. Original, restored. New upgrades & clean. \$62,000. (619) 423-8605.

**COLUMBIA 34, 1974.** Fresh water cooled diesel, 5 sails, AP, brand new (in box) windlass, new interior cushions, VHF, Loran, stereo, pressure water, custom Lexan ports, LPU hull, epoxy bottom, recent rigging. Great liveaboard, well maintained. Comes with SF Marina berth. Asking \$19,500 obo. (415) 776-2567.

**RANGER 33.** Atomic 4, wheel, VHF, DS, knotmeter/rog, WP, WS, AP, 3 headsails, 2 burner propane stove w/oven, refer, Harken roller furling. White w/bluesheer. Benicia Marina berth. \$20,000. (916) 795-5472.

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**HOBIE 33 W/TRAILER.** New main. Good condition. Bottom painted. ACP 50. \$20,000. Or trade for glass tri. (253) 851-3339.

**33-FT WILLIAM GARDEN SEA FOAM KETCH, 1977.** Classic lines, 4-107 diesel, AP, rollerfurling jib, VHF, depth/speed monitors. Beautiful inside & out. \$23,500. (707) 778-0130 or (707) 484-6900.

**32-FT GAFF TOPS' L SCHOONER, WILHEM H. STARCK.** 44 ft LOA, 11 tons. Professionally constructed of mahogany, oak & teak in 1996. Meticulously maintained yacht with charter history. Loaded with gear & ready for sea. Must be seen to be appreciated. \$50,000. Contact Steven Phillips, (408) 234-1412.

**CONTESSA 32, 1981.** World famous for seaworthiness. All 12 of these made it unscathed through the infamous '78 Fastnet race where some of the fleet sank! Autohelm 2000, 20 hp Bukh diesel, GPS, extra water & diesel tankage, propane gimbaled stove, diesel heater, new upholstery, beautiful teak interior. Original owner, 2 yr old heavy rigging, cruising chute, 3 headsails, full battens main w/2 yrs. Bluebook is \$36,400-\$40,500. Offered at \$34,000. Berthed at Jack London Square, Oakland. Marc, (510) 796-2739.

**HANS CHRISTIAN 34, 1977.** Reduced to sell now! Structurally sound, very clean "project boat". Detailed survey available. New seacocks & bottom paint. Fully serviced 42 hp Volvo Penta turbo diesel (74 hrs). Upgraded electrical, 8 inspected sails, non-skid fiberglass decks, extras. Needs hollow spruce mast replacement, cabin upholstery, brightwork. In Sausalito, she's a classic cruiser seeking the right owner. \$42,900 as is. Principals only please. Jane, (415) 339-1301.

**SANTANA 35.** Very clean, maintained & outfitted. Take advantage of all the time & money put into this great sailing boat. Ready for one-design racing, short handed sailing or cruising up to the Delta. Race: KVH, exc sails, new blocks & accessories. Short handed sailing: autopilot, main & jib set up for easy 2 person sailing. Lots of other goodies make this boat a fantastic value. \$36,000. (415) 579-4519 or (510) 522-7426.

**YORKTOWN 33, 1972.** Great liveaboard/cruiser. 200 hrs on Perkins engine. New galley & teak interior. \$14,900. Terrie, (408) 369-8101.

**RANGER 32, 1974, TOUCHSTONE.** A 3/4 ton Gary Mull design racer/cruiser, clean, strong & sexy. Exc sail inventory, 10 Barent winches, Atomic 4, stove, enclosed head. berthed in Sausalito. Needs some TLC. Sacrifice \$12,000. (415) 433-5444 dys/eves.

**CHINOOK 34 YAWL.** Magnificent custom complete & total refit from bare FG hull. Everything new: Awlgrip, tankage, rigging, wiring, Universal diesel, Adler Barbour, propane 4 burner stove/oven, hot pressure water, upholstery, canvas, etc. Extensive teak & brass interior & exterior. Survey 2/97. Must sell (2 boat owner). \$43,000. See at Petes Harbor, Redwood City. (415) 365-8763.

**32-FTRHODES TRAVELLER KETCH.** Bluewater cruiser, fiberglass hull, teak decks, Volvo diesel, radar, boat tent, dinghy. Lots of extras. \$42,000. Owner may partially finance. (707) 833-5433.

**32-FT FIBERGLASS KETCH.** Diesel engine, new rigging, propane stove, microwave oven, sleeps 5. \$12,000. (510) 536-4044.

## 36 TO 39 FEET

**CHINESE JUNK, 1989.** 36'x12', teak hull & deck. Cedar cabins, 40 hp diesel. \$22,000 obo. Call Tim after 5 pm, (707) 865-1202.

**ISLANDER 36, 1974.** Epoxy bottom '95, Furuno radar, Questor mount, Magellan GPS, new instruments 1/96. Stereo, Apelco Loran, Navico AP, Harken furler, North sails. Full battens main, Sailomat windvane, hard dodger, fresh paint '95/ '96. \$32,500. (503) 325-7682 or (360) 665-4007 eves.

**HUNTER LEGEND 37, 1987.** Full aft stateroom with center double berth, walk-thru transom, 34 hp Yanmar diesel, Harken roller furling, full battens double reefing main w/lazy jacks. New sun cover, VHF, Loran, depthsounder, knotmeter, new stereo w/12 CD changer, CNG stove, microwave, Adler-Barbour refrig, h/c pressure water, Dickinson heater, BBQ, TV & more. Great liveaboard/cruiser. Recent survey (10/96) \$59,500. Asking \$50,000. (415) 261-9567.

**ISLANDER 36, 1974.** Westerbeke diesel, wheel, VHF, DS, GPS, pressure water, boat cover, sleeps 6, spinnaker, genoa, Bay Blaster. Berthed in Alameda. \$35,000. Will consider smaller fiberglass sailboat as part trade. Contact Robert at (209) 527-1572.

**MASON 37 BY HANS CHRISTIAN, 1979.** Full keel fiberglass cruising boat. Mostly flush deck with teak overlay & low cabin. Double headed sloop, heavy weather cockpit, outboard rudder with tiller. Volvo MD 17C diesel, Barent winches, diesel heater, new water heater, SL 555 windlass, AP, 300 ft chain. Nav station with new VHF, stunning teak interior, pilot berths, boom gallows & aluminum mast. Hauled as we speak, new bottom paint & survey. \$59,950. (916) 777-5602.

**FISHER 37, motorsailer ketch,** aft cabin, radar, Loran, wind s/d, depth, speed log, 2 VHF, CB, loudhailer, Avon, 80 hp Ford Sabre diesel, 120 gal. fuel, 120 H2O. Monterey slip available. Must sell. (408) 624-7210.

**36-FT ANGLEMAN SEA WITCH GAFF KETCH.** 48 ft overall, 13 ft beam. Built in U.S., 1959. Refurbished in '86 with new engine, sails, mast, stainless steel fuel & water tanks & polypropylene holding tank. Hull refastened in '94. Full galley with 7 cubic ft refrig, 4 burner stove & h/c pressure water. All electronics including radar, AP, GPS, 13 inch color TV & VCR, stereo w/2 tape decks. Plenty of extra sails & a 9 ft sailing dinghy on davits. She carries 200 gal water & 150 gal fuel. Ready for safe bluewater cruising or just a great liveaboard. Boat & owner have been in the San Diego Ancient Mariners for last 21 yrs. Valued at \$65,000. Asking \$58,500. Jack, (619) 543-0442.

**ISLAND PACKET 38, 1991.** Proven bluewater racer/cruiser. #1 in Div A '96 PacCup, cruised Baja '93. Cutter rig, sailed doublehanded. SSB, VHF, radar, watermaker, 110 & engine refer, 12v windlass, stereo, GPS. Autohelm 7000, Seatalk instruments above & below deck, serious house bank with battery monitor, high output alternator, propane stove & heater, 110 microwave. Radar arch with removable davits. Excellent condition inside & out. Cruise or race ready. \$172,000. Call Dave, (408) 996-1461 lv msg or dave\_jones@hp.com

**38-FT DOUBLE-ENDED CRUISING KETCH, 1939.** Commercially documented. Full keel w/ 8,000 lb ballast. heavy duty, sails well & seakindly. Four 9.5 oz Sutter Sails at 680 sq. Doug fir 1-1/4, 2-1/2" x 6" frames. Detroit 1-71 diesel rebuilt. Winches, windlass, goodies, extra SS & bronze rigging, etc. A sweetie needing TLC. On land & dry, she is very restorable with many cruising miles left. MAJOR project! Requires skill & commitment. Serious only please. \$6,000. (510) 680-8836.

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**HUNTER 37.5, 1996.** Well equipped, diesel furnace, 3 batteries, dodger, roller furling, propane stove w/oven, Yanmar 38 hp diesel, Bruce & Danforth anchor, Dutchman sail system, selftailing winches, GPS, KM, DS, Hunter Cruisepac. \$106,500. Phone/fax: (360) 671-8977.

**MORGAN 382.** Ted Brewer design sloop with Harken furling jib, aft cockpit traveler, cabin top jiffy reefing. Roomy interior with Loran, VHF, stereo, stove, refrig. Solar/shore charger for batteries. Great for SF Bay & coastal cruising. Easy to sail. \$59,000. (415) 328-2408.

**ALAJUELA 38.** Hull, deck, ballast, tanks, rudder, bowsprit, chainplates. Cost \$32,000 in 1976, now \$20,000 obo. (714) 722-2555.

**HANS CHRISTIAN 38 T MKII, 1980.** Autohelm: AP, wind & tri-data. Radar, GPS, VHF, HAM. New charging system w/monitor, inverter. Monitor windvane, watermaker, Lectrasan, Harken main & staysail travelers. Cruising spinnaker, storm trysail. New dodger, cushions. \$96,000. Ready to go. (510) 271-8031.

**FREYA 39 IN STEEL.** Cutter/sloop. Professionally insulated. New repower w/Ford Lehman 4 cyl/ 254 cu., 85 hp & full unique hydraulic propulsion system, powerful hydraulic windlass, cruising speed 7-1/2 knots @ 1400 rpm. Recent haulout & total exterior repaint. Approx \$23,000 in recent upgrades. Cruise ready. Aries, dodger, GPS, refrig., hot water, shower, etc, etc. \$85,000 obo, or trade for Mapleleaf 48 or similar size motorsailer. (805) 985-4942 or (805) 987-6255.

**UNION 36 CUTTER, 1984.** Liveaboard/cruiser, teak interior, new upholstery '93, Perkins 4-108, 140 gal water, 100 gal diesel, 3 batteries, isolator, charger, automatic bilge pump. King Loran, VHF, stereo, dodger, bimini, cruising spinnaker, Livingston dinghy. Hauled 5/97. (707) 746-6770.

**WYLIE 38, 1986, HIGH STRUNG.** Proven race winner. She has beautiful lines & sails to her PHRF rating of 63. Call for spec sheet & long list of equipment. \$81,500. (510) 793-2490.

**BRISTOL 38, 1967.** Fiberglass, classic lines, modern performance. Virtually everything desirable for cruising. Freshly painted bottom, new rudder, removable inner forestay, Mexico-Hawaii vet. A joy to sail, beautiful to see. 6'3" headroom. Loaded & ready to go. \$55,000. (510) 357-6603.

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**CATALINA 38, 1985.** Sparkman Stevens racer/cruiser, tumble-home hull design. Cruise equipped: radar, GPS, VHF, EPIRB, liferaft, dinghy/motor, watermaker, 5 sails, AP, diesel, all instruments. Located Marina Mazatlan, Mexico. Replacement value: \$100,000. Price: \$60,000. Save state tax. For details see website at <http://home.earthlink.net/~marshsc/boat.htm>

**CAL 39, 1972.** Well maintained, recent extensive exterior overhaul, LPU, rigging... Berthed in Berkeley. \$34,500. (603) 472-2845, before 6pm PST.

**PEARSON 365, 1980.** Sloop. 36'5" LOA, 11'6" beam, 4'6" draft. Exc liveaboard/cruiser, all lines lead to cockpit. 40 hp diesel, electric windlass, roller furling, 5 batteries, full electronics & nav equip including radar, GPS, AP, VHF, SSB, weather station. LPG stove/oven, refrig & freezer, microwave, h/c pressure including stand-up shower. Too much equip & accessories to list. \$65,000. (510) 654-9295.

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**HANS CHRISTIAN 38 MKII, 1981.** Island galley, pullman berth. New custom interior upholstery in '92. Electric upgrade in '93, gel batteries, 2000w inverter, energy monitor. Full battens Hood main, Battcars, furling genoa, cruising spinnaker. Full boat cover. Lectrasan, diesel fireplace, microwave, Garmin GPS, Denon stereo. Exc condition in & out. Consider Express 27, Moore 24, similar in partial trade. \$124,000 obo. (415) 892-2690 eves.

**ISLANDER 37, 1970.** Solid traditional cruiser, beautiful classic design. 10 hrs on rebuilt engine, lots of gear from roller furling to radar. Desirable, private berth with possibility to remain there. Will finance or consider partnership. \$25,000. Tony, (415) 857-1437.

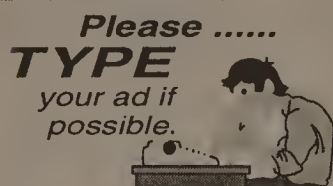
**CATALINA 38, 1983.** Excellent condition. Epoxy bottom, new Harken roller furling, interior. Rebuilt diesel, spinnaker & much more. Berth next to *Chardonnay II*, Santa Cruz. \$39,500. Contact (408) 688-2092.

**1984 SPARKMAN & STEPHENS** racer/cruiser in Catalina 38 clothing. Huge main salon, full galley, dodger, full compliment sails, low engine hrs, bristol condition. She's pretty, fast & stable. See & sail. \$58,500. (408) 366-2448 or esteban@gpdinc.com

**LAPWORTH 36.** Good liveaboard. Strip planked mahogany. Inboard Yanmar 21 hp. Great boat that needs some work. Great deal at \$12,000. Scott, (408) 743-3060 or Sherry, (415) 802-8292 ext 14 or (415) 369-6327.

**CATALINA 36, 1982.** Liveaboard/cruiser special. New full cockpit dodger/bimini enclosure combination w/standing headroom & side panels for sailing in comfort on foul weather days, furling jib, diesel fireplace, AP, electric windlass & chain groundtackle, refrig, selftailing oversized winches, Loran, solar panels, extra battery. VHF, stereo, pressure water, shower inverter, battery charger, cockpit table. Standing rigging replaced '93. Located in Sausalito. Offered at \$55,000. Contact (415) 956-7260 wk or (415) 332-0935 hm.

**36-FT LAPWORTH, HULL #37.** New rigging, mast stepped in '95. Excellent liveaboard, good condition. Full boat cover, lots of sails. Great cruiser/racer. LA county berth. \$17,000 obo. Tom, (707) 762-8864.



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**PASSPORT 40, 1985.** Liveaboard/cruiser. 2 staterooms, Mercedes diesel, 132 gal fuel, 138 gal water, Pro-Furl, 32 mile radar. Autohelm 6000, HAM/SSB, custom stereo, inverter, solar, watermaker, refrig/freezer, electric windlass, 300 ft chain, dodger, Avon, 8 hp Suzuki. \$145,000 obo. (415) 647-3760.

**42-FT CAMPER & NICHOLSON, 1974.** Center cockpit ketch. Loaded w/cruising gear too numerous to mention, located in Cabo San Lucas. Ready to go, start your trip here or will deliver. \$90,000. For details, call or fax: (011) 52-114-32451.

**PASSPORT 42, 1981.** Original owner has meticulously maintained her since launching. Impressive inventory of modern electronic equipment including GPS, Loran, radar, AP, VHF, SSB/HAM, depthsounder, windspeed/direction, inverter, etc. Ready for world cruising. \$168,500. Telephone: (408) 295-6307.

**C&C 40, 1981.** Immaculate condition. Strong Bay & bluewater yacht. Never raced. Beautiful teak interior. 40 hp diesel, running rigging led aft for short handed sailing, rod rigging, Navtec hydraulic backstay, rigid boomvang, Harken roller furling. 2 mainsails, 3 headsails, 1 spinnaker & pole, Autohelm 4000 AP, Combi windspeed/direction, knot meter/log, depth, marine VHF, AM/FM CD stereo with interior/exterior speakers, shorepower w/converter, h/c pressure water, propane stove w/oven, dinghy. \$78,500. (415) 252-0911.

**45-FT FERRO SAMPSON KETCH, 1979.** Off-shore veteran. San Juan Island Washington moorage, insured, well maintained, all teak interior, many extras. Will deliver. \$67,000 obo. Contact (503) 652-5117.

**GULFSTAR 44, 1981.** Center cockpit. Fast, safe, comfortable circumnavigator. In show condition. New interior, dodger, bimini. Monitor vane, AP, full instrumentation, HAM, radar, GPS, 406 EPIRB, inverter, watermaker, solar panels, 2 refrigerators, liferaft, electric windlass, wind generator. \$119,000. Gary Brewer, (954) 610-5043 (Ft. Lauderdale).

**PASSPORT 42, 1981.** Friend is cutter rigged & an exc cruiser/liveaboard. Well maintained & off-shore equipped. Alaska, Mexico & Hawaii vet. 8 sails including cruising spinnaker, storm sails, SSB, GPS, Heart inverter/battery charger, windvane, watermaker, solar panels, 2 refer/freezer systems, electric anchor windlass. Liferaft, Tinker dinghy/liferaft, Achilles dinghy, radar, AP's, Harken furling, many charts, etc. Much more. Phone for complete list. Located Maple Bay, Vancouver Island, Canada. Asking \$159,000 U.S. Ph/fax: (250) 748-3661 or cellular (250) 246-6494.

**FRERS 46 SLOOP.** Strong, proven Palmer Johnson aluminum custom IOR racer with many cruising upgrades & extensive sail inventory. '97 overhaul includes all new Lewmar hatches & complete Harken Big Boat deck hardware, new electronics & wiring. Fresh Sterling LP on deck & hull. Cruising interior includes forward cabin, full galley & head, massive frig & freezer. Some projects unfinished. Plans have changed & must sell NOW. Over \$150,000 invested, will sacrifice for \$59,000. Boat dry docked near San Francisco. Contact (808) 487-5098.

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**COLUMBIA 45 SLOOP, 1972.** Very clean, well maintained. Spacious liveaboard. 2 staterooms, 2 heads (1 w/separate shower stall), light roomy salon, stereo, h/c pressure water, propane stove/oven, AC/DC refer, microwave. Teak cockpit table, AP, depth, Loran, VHF, Heart inverter, 3KW Onan, 85 hp Perkins, elec windlass, 264 gal diesel, 230 water, 4 sails. New in '94: propane tanks, rigging, LPU mast, mast step, plumbing, water heater, dodger. No blisters. \$59,000. (510) 521-9323.

**41-FT CT KETCH.** Elec windlass, VHF, Loran, AP, Pro-Furl, 12v, 110 refer, Perkins 4-108, exc ground tackle. Liveaboard, beautiful in & out. New bottom paint, TV. \$65,000. (209) 529-5508.

**KELLY/PETERSON 44, 1980.** Perkins 4-154 diesel, 3 blade Max-Prop, 4 sails, 2 staterooms, 2 heads, 117 gal fuel, 132 gal water, h/c pressure water. Schaeffer 3100 roller furler, Lofrans windlass, radar, AP, 2 GPSs, 2 EPIRBs, 2 VHF's, sea anchor, liferaft, Lifesling, MOB, etc. 4 anchors, Heart Link 2000-R, charger/inverter, Balmat alternator, Siemens solar panels, Trace solar regulator, 660+ amp hr batteries, TV, VCR, stereo, new upholstery, refrig, microwave, 3 burner stove/oven, BBQ. Much more. (619) 426-6850.

**CHEOY LEE MIDSHIPMAN 40 KETCH, 1974.** New canvas, rebuilt Perkins diesel, new cushions, full canvas on center cockpit. Electric windlass, 2 showers, 2 heads, refrig, VHF, depthsounder w/spd. A quality vessel, well kept. \$79,000 obo. (415) 479-7128.

**40-FT GARY MULL DESIGN.** Well equipped, ready to cruise, are you ready? My plans have changed, need proceeds to go forward with different plan. Exc opportunity to make a good buy. Call for specifications & equipment, then make offer. Will not list but will co-operate with brokers. (702) 324-4343 dys or (702) 853-2941 eves.

**45-FT VAN DER STADT.** Center cockpit, custom interior, cutter rig, world class cruiser, Perkins aux. Recent refit, pullman berth, elec head, AC/DC refrig, microwave, shower, aft cabin, new dodger, roller furling jib, 3 speed winches. \$65,000. Call (415) 331-2946.

**43-FT HANS CHRISTIAN KETCH, 1979.** Back from 5+ yrs of cruising. Exc condition. Great liveaboard. Recent Awigrip hull & masts. 4 anchors, 15 sails, 6 man liferaft, radar, GPS, AP, elec windlass, windvane. Call for long equipment list. \$169,000. (425) 359-3101.

**40-FT BENETEAU FIRST 38, 1982.** Radar, Loran, 6 sails, Perkins 4-108 50 hp diesel, In cabin layout, new water tanks, new Harken traveler. Force 10 (2) burner propane stove & more. Offered at \$10,000 below market for quick sale. Brent, (510) 236-4943.

**SWAN 43, 1969.** S & S design. Complete refit '95, including dark blue Awigrip topsides, non-skid deck, new Norseman terminals & 316 SS rigging, selftailing winches. Excellent performance & liveaboard cruising vessel. Must sell. \$89,000 obo. (562) 433-5251.

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**CT-41 CENTER COCKPIT KETCH.** Ocean cruiser, pressurized water, h/c shower, 120 gal water, 75 gal diesel, Pisces Isuzu power 4 cyl 60 hp. At Brickyard Cove, Pt Richmond. \$65,000 obo. (510) 915-6928, after 7 pm.

**ILLINGSWORTH, PRIMROSE 50,** (Axel Heyst), laminated members & hull, British built to Lloyds, A-1 standards 1967. Newer Ballenger spars & Volvo 3 cyl (saildrive). Performance cruiser similar to Swede 55, capable of out-performing newer designs by hours at sea. Cutter rig with full sail inventory ideal for shorthanded sailing. Product of Illingsworth, Primrose, Camper-Nicholson, which resulted in the brother to Chichester's (Gypsy Moth IV). \$52,000 or trade. Call owner, (415) 907-9803 pager or (415) 485-6044 msg.

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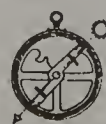


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**MAINSAIL FOR 24-FT ISLANDER BAHAMA.** If you have an extra main sitting around, in fairly good shape, please call. Also interested in jibs for same. (707) 745-3538. Benicia.

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**FURLING GENOA.** Luff: 47, leech: 41, foot: 14.6, foam luff pad, white UV Dacron leech & foot suncover, Mylar/Dacron tri-radial panel layout. \$650. Robin, (415) 332-4104.

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**42-FT ALUMINUM MAST.** 8" x 4-3/4" x .125. Call (415) 331-7069, lv msg.

**27-FT MAST.** Laminated spruce. 3-1.4" sq at base, tapers to 2-1/2" by top. Slotted, no hardware. Clear, sound wood. \$300. Telephone John, (415) 824-1278.

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**OFFSHORE CRUISING & RACING GEAR.** Life-guard, 8 man ocean raft. \$2,400. Abandon ship bag, floatable, West Marine. \$60. Powersurvivor 35 watermaker. \$1,000. Siemens M75, 18 amp hr/dy solar panel. \$250. Navico PL 8000 autopilot w/remote. \$1,200. Furuno 206A weather fax. \$1,100. Litton, cat. II EPIRB. \$500. ICCM M710 single sideband radio w/auto tuner. \$1,200. Pacific Cup flare kit, expires '98. \$200. Survival Technologies, coastal cruising first aid kit. \$200. Survival Technologies, man overboard module. \$300. Throw fist w/line. \$20. Pacific Cup repair kit w/banding tool & SS bands. \$125. Man overboard light, floating, ACR. \$50. Offshore radar reflector. \$50. All gear is 3 yrs old or less & in excellent condition. (510) 235-4911.

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**HEAR YE, HEAR YE, ALL YOU SINGLE SAILORS**, skippers, mates, crew (advanced or novice), come join us at our social & meeting to be held at Oakland Yacht Club in Alameda on the second Thursday of each month. Social starts at 7 PM. For details call Single Sailors Assoc (SSA). (510) 273-9763.

**NEED CRUISING LADY** for 7 month adventure. Mexico & Sea of Cortez leaving this Nov. Attractive & trim are important, easygoing with happy heart & spirit are essential. Age open, 50 is fine. Mature, experienced, natural, genuine, athletic, fit skipper. Sound, proven boat. Letter & photos to: Skipper, 543 E. Sycamore, Orange, CA 92866. Let's meet now & share the enjoyment of local summer sailing & voyage planning. Sailmates & soulmates.

**PAID CREWPERSON WANTED** for short week-day trips around the Bay. I'm 82 & my kids get nervous when I go out alone. During the week they're all busy being baby boomers & beautiful 32 ft Carver moored in Sausalito sits idle. If you're interested, please telephone Ron or Laurel at (415) 621-6656.

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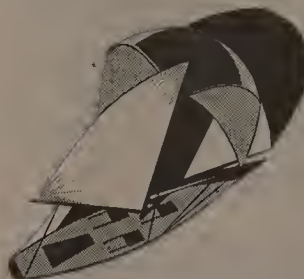
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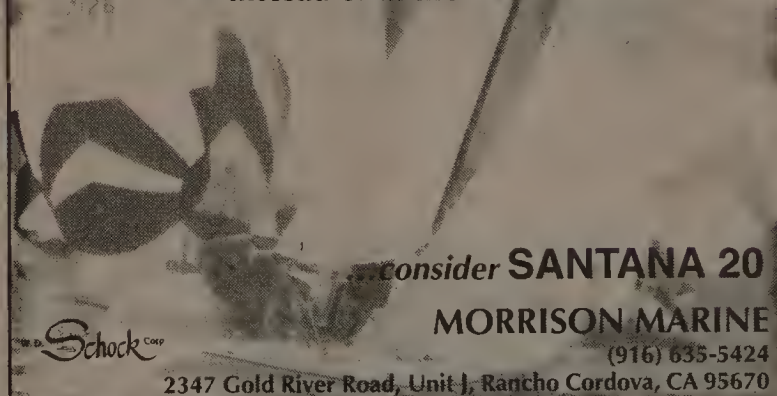
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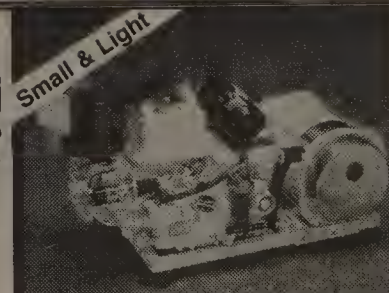
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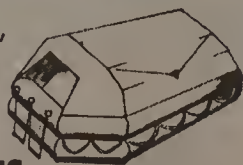
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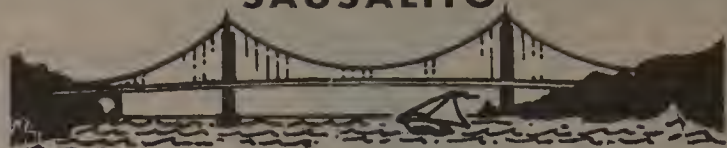
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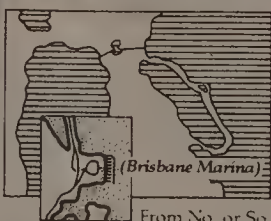
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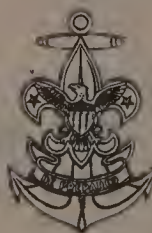


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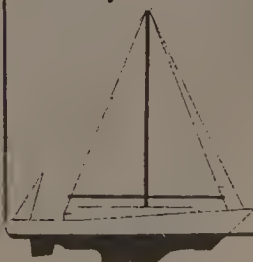
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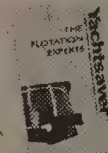


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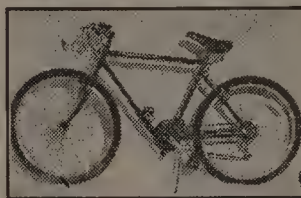
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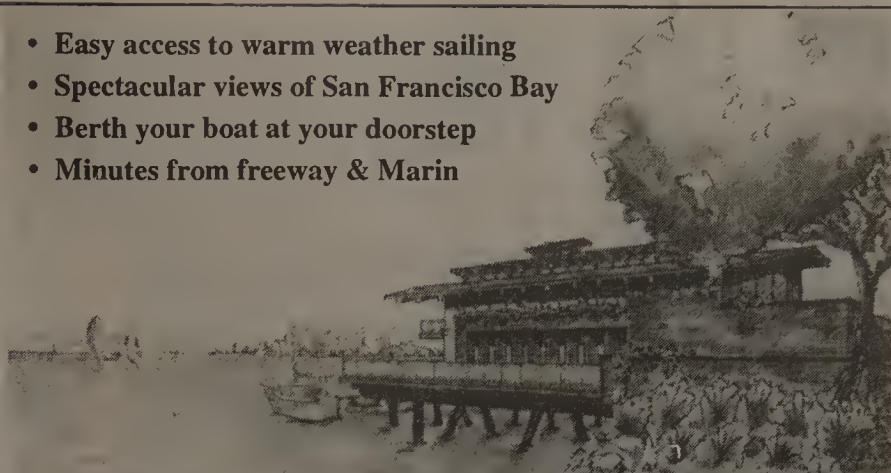
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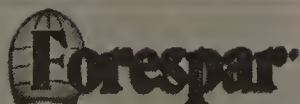


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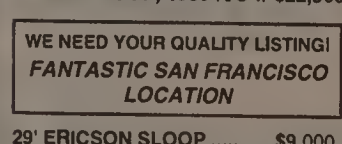
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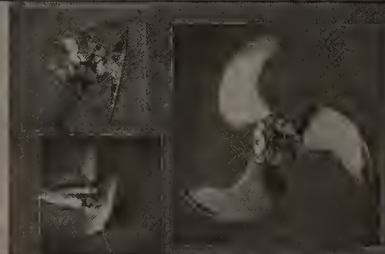
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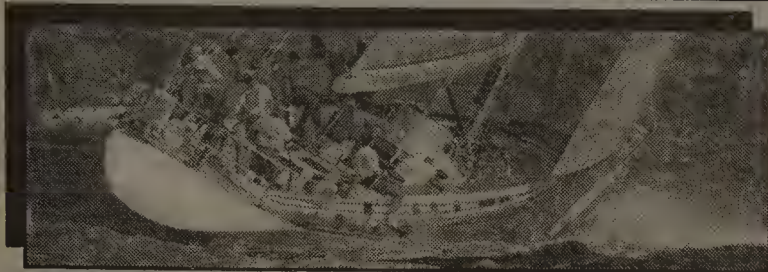
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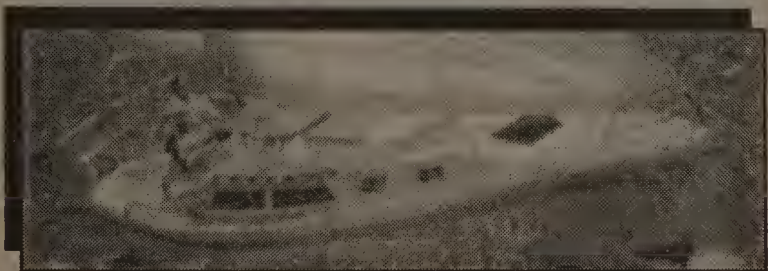
42' Passport Cutter, 1985 \$179,000



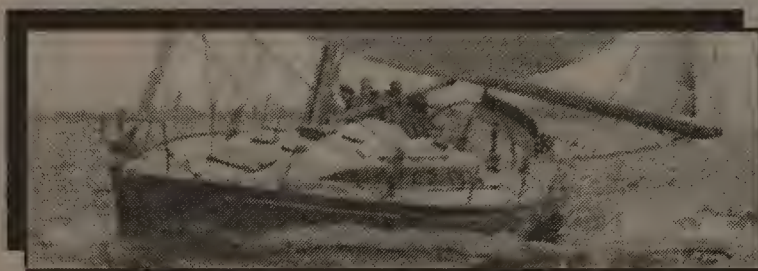
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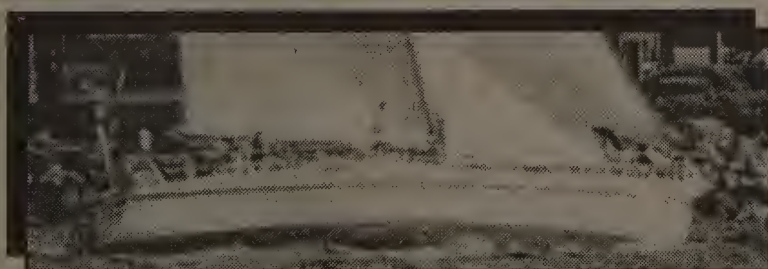
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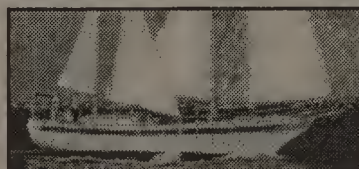
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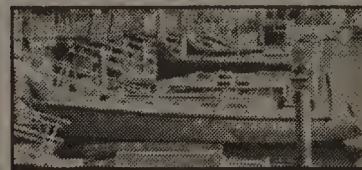
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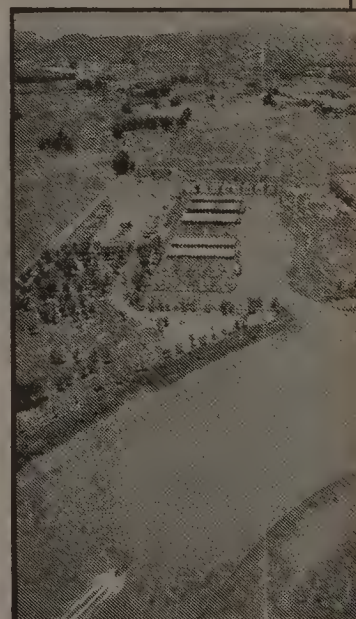
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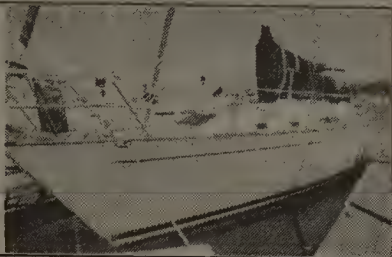
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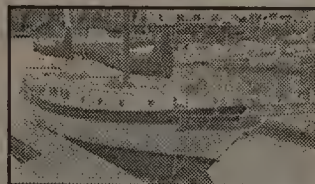


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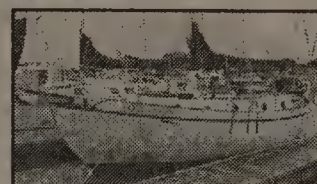
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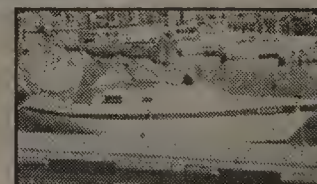
At our docks.

Asking \$49,000.



33' TARTAN 10 Sparkmon & Stephens design. Diesel aux., fost rocer/cruiser. At our docks.

Asking \$11,500/offers.



CAL 2-27 Hond-loid fibregloss. Diesel aux., dodger, Borient winches.

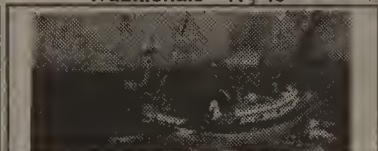
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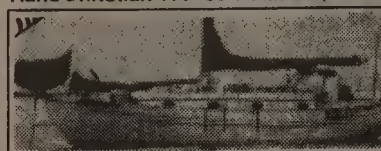
Northwind 47 CC Pilothouse - 85' \$249k



Pacific Seacraft Mariah 31 - 79' BrIs \$65k



Hans Christian 41T - 86' Pullman \$192k



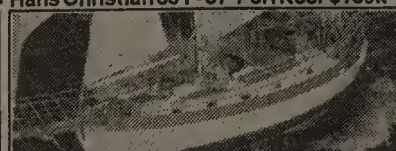
Nassau 34 - 85' Perf small cruiser \$74k



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PEARSON - 31', 33', 34', 38', 39'



Hans Christian 38T - 87' Perf Keel \$139k



2 - Hans Christian 38 MkII - from \$110k



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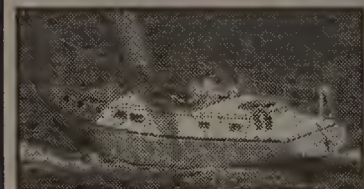
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54' CT, enroute San Diego ..... \$195,000  
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50' GULFSTAR (3), 2&3 strms frm \$152,500  
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30' Ericson 30+ ..... \$25,500



42' CATALINA, '90, 3 strm ..... \$112,000  
34' Catalina ..... \$52,000  
28' Islander ..... \$14,500



53' AMERICAN MARINE T/D MS ... \$129,000  
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74' Morgan PH ..... \$675,000



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48' Hedley Nicol Tri ..... \$144,000  
33' Freedom cat ketch ..... \$59,500

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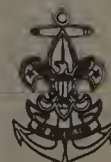


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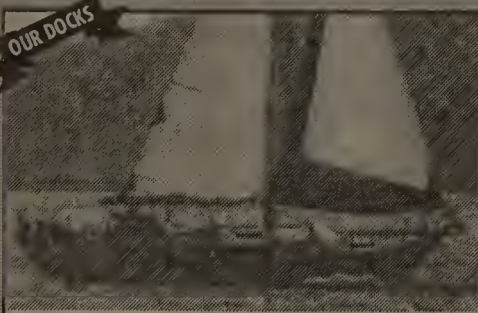
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**50' FORCE P.H. KETCH** Fabulous room, GPS, A/P, radar, second steering station, 3 cabin inter, large master, fireplace, more. **\$129,000.**

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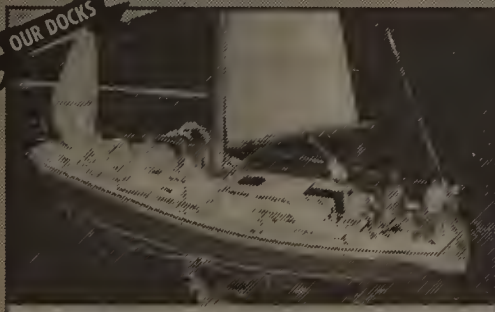
**41' PERRY** Robertson AP200 autopilot. Furuno radar. Harken roller furling. Marble counter tops. Dodger. Rigged for singlehanding! **\$89,500.**

**OUR DOCKS**



**35' CHALLENGER, 1974** Extra Clean Condition. Diesel, Autopilot, large cockpit and lots of room below. **\$31,000. sistership**

**OUR DOCKS**



**33' PEARSON** Autopilot, holding plate refrigeration, dodger, loads of sails, new Yanmar diesel. Stiff family Bay boat. **\$38,000.**

**OUR DOCKS**



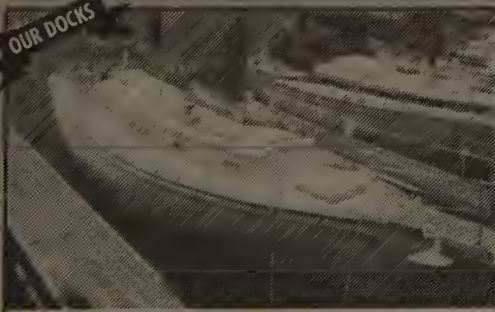
**50' CORTEN STEEL HULL** Beautifully constructed. Needs TLC down below. Wonderful possibility for long range cruising. **\$99,000.**

**OUR DOCKS**



**2 - 36' ISLANDERS** Outstanding condition. Successful Bay family boat. Roomy cockpit, diesel. Starting at **\$37k. To \$42k** for a mint boat.

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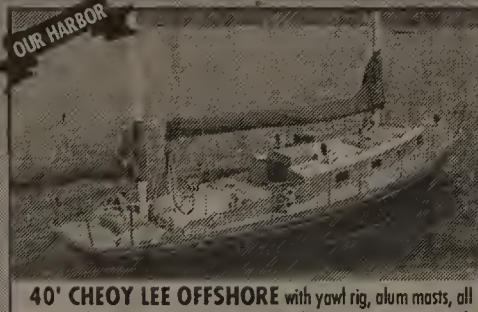
**32' FUJI, 1977** Diesel, inverter, refer. Gorgeous interior. Ready for your cruise! **Reduced to \$32,500.**

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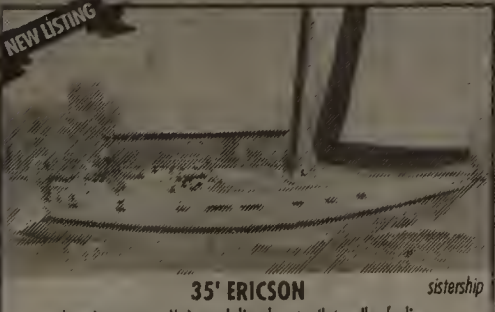
**30' BURNS** Diesel, Autopilot, Vane, Radar, Single Hander, loaded for ocean cruising. Extras too long to list. **MAJOR REDUCTION \$29,500.**

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**40' CHEOY LEE OFFSHORE** with yawl rig, alum masts, all new standing rigging, new custom teak decks. Custom int. joiner work, Perkins 4-107. **Our Harbor \$59,500.**

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**35' ERICSON**

*sistership*

Interior as new. Universal diesel, autopilot, roller furling, 2 automatic bilge pumps, V-berth forward, quarter berth aft, refrigerator, water heater, cruise equipped. **\$69,000.**

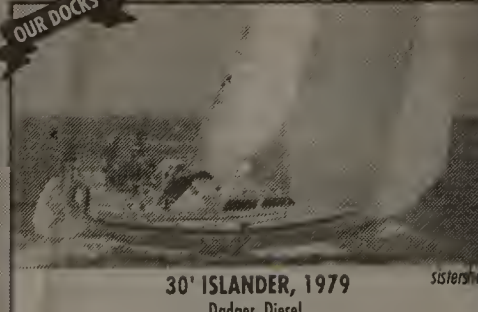
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**54' ROBERTS STEEL OCEAN CRUISING KETCH, 1983**

Offshore Cruiser, 3 Staterooms, Huge Interior, nice Teak Decks, Low hrs. engine. **Reduced to \$165,000.**

**OUR DOCKS**



**30' ISLANDER, 1979**

*sistership*

Dodger, Diesel. Wonderful Bay Boat. **Reduced to \$22,000.**



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**50' GULFSTAR SAILMASTER-M/S, '83.** All furling sails, custom canvas including full cockpit enclosure, less than 700 hours on Perkins 6-354.



**45' MULL CUSTOM, '81.** Outstanding performance cruiser, spacious teak interior, including aft cabin queen s/r, 9 sails, offshore equipped, quality NZ built.



**63' CHEOY LEE M/S, '83.** Twin Cat 3208s, 2 gens., 4 staterooms, fully enclosed PH, many updates. Great long range vessel.



**44' HANS CHRISTIAN PH, '81.** New diesel, new generator, recent North sail inventory, strong, comfortable offshore cruiser, excellent condition.



**39' PEARSON CUTTER, '72.** Center cockpit. Large aft cabin, always well maintained, quality built. Ideal liveaboard or cruiser, a tremendous value.



**43' HUNTER LEGEND, '91.** 3 staterooms with queen master, spacious, light salon, current elects. Shows little use with under 250 hours.

## Seattle



**SWAN 651, COMPLETE REFIT '96.** Including new decks, aux. power generator, new Awlgrip, all new interior, all new running rigging. Will consider trades.



**47' SWAN, '79.** Proven Sparkman & Stephens design and quality Nautor construction, consistently updated including new sails and refurbished decks.



**47' CUSTOM KAUFMANN/LADD PH, '85.** 3 staterooms incl. centerline queen master, gen., heat, complete electronics, all furling sails, outstanding cond. thru-out.



**38' DEHLER, '87.** Van de Stadt designed. European quality. Owner will consider trade of larger performance-oriented sailboat. Full cruise amenities.



**39' IRWIN, '80.** Perfect liveaboard at a very reasonable price. Her open interior has lots of room. Yanmar diesel. Bring offers.



**30' HUNTER 30+, '91.** Great family cruiser, full battens main, Harken furling, custom deck layout, Bimini, always well maintained.

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24' O'DAY, '91 .....	\$20,000	38' ERICSON, '80 .....	\$70,000
32' ISLANDER, '78 .....	\$35,000	42' FRERS, '82 .....	\$69,500
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43' Formosa, '80 .....	69,000
43' Wauquiez, '82 .....	149,000
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37' C&C, '85 .....	64,000
36' Dutch Flyer, '84 .....	68,000
35' Fantasia, '78 .....	74,900
35' Ericson, '83 .....	62,500
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37' J/37C, '89 .....	149,000

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40' Catana, '91 catamaran	179,000
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Both boats in top condition! One design and PHRF sails. One w/trailer. Great family racer/daysailer.

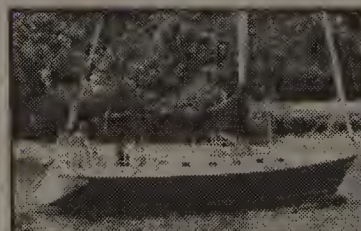
Starting at \$30,900.



**J/130, 1993**

TransPac ready! Safety gear, 5 spinners, weatherfax, SSB, coldplate, etc., etc. The perfect racer/cruiser.

Just listed at \$225,000.



**HYLAS 42, 1987**

New blue LPU, low hours, new electronics '94, coldplate, SSB, radar, rod rigging. Great aft cabin/aft cockpit!

Asking \$179,900.



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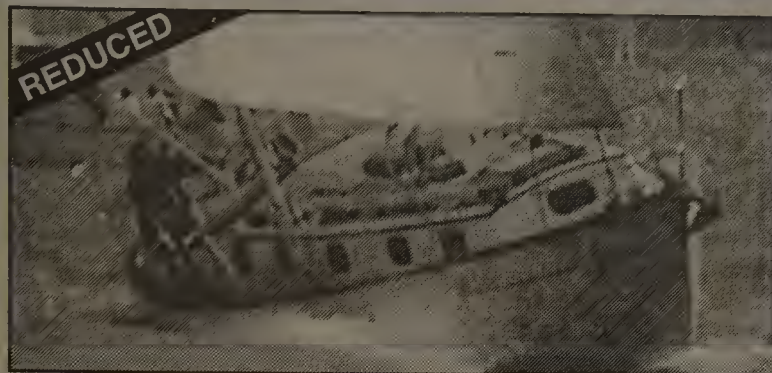
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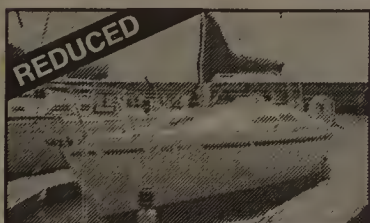
RAFIKI 35



VALEO 55



ERICSON 32



BENETEAU 32

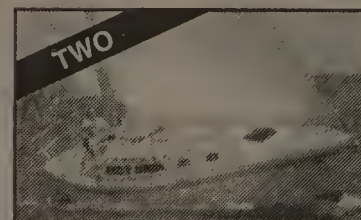
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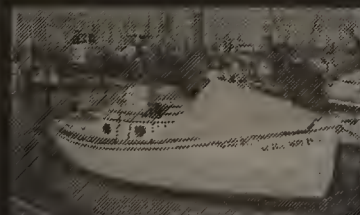
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CAL 29



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55' Valeo, '75 ..... \$89,500  
42' Golden Wave, '82 .. \$115,000  
40' Grebe, '38 ..... \$44,875  
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39' Cal, '71 ..... \$55,000  
37' Tri-Hull (trimaran), '74 . \$35,000  
35' Rafiki, '77/'78 ..... \$58,000

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32' Westsail, '74 ..... \$39,950  
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32' Ericson, '70 ..... 2 from \$13,500

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30' Newport MkII, '81 .... \$29,000  
30' Catalina, '75 . 2 from \$19,000  
29' Cal, '74 ..... \$12,900

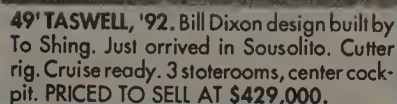
28' Hunter 28.5, '86 ..... \$20,850  
27' Coronado, '72 ..... \$6,950  
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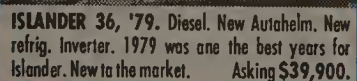
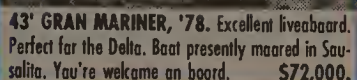
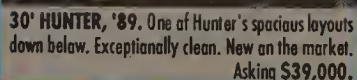
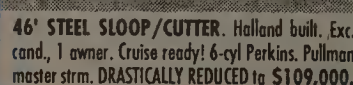
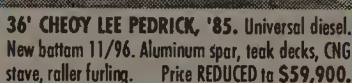
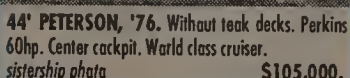
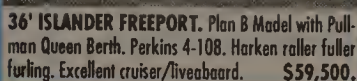


**#1 GATE FIVE RD.  
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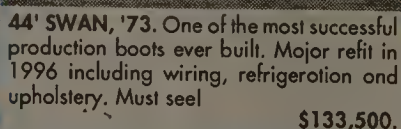
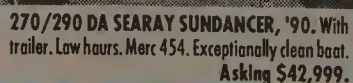
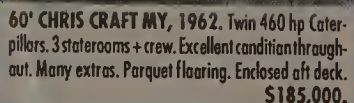
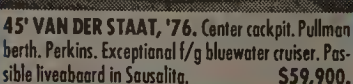
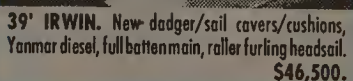
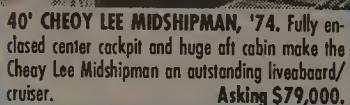
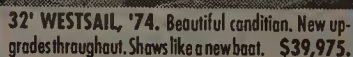
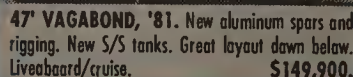
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51'	PASSPORT		84	\$275,000	35'	CHALLENGER		74	\$33,900	28'	ISLANDER		79	\$18,500			
50'	CAMPER NICOLSON		67	\$62,000	35'	NIAGARA		81	\$67,000	27'	NORSEA		90	\$59,900			
50'	FORCE		73	\$129,000	35'	ERICSON		73	\$25,000	26'	HAIDA		69	\$11,950			
48'	MAPLE LEAF S. Cal.		72	\$133,000	34'	ERICSON		89	\$69,000	25'	YAMAHA		79	\$12,500			
48'	CELESTIAL		85	\$139,900	34'	C&C		80	\$41,000								
44'	SWAN		73	\$133,500	34'	ISLANDER		78	\$29,750								
43'	YOUNG SUN	FL	78	\$129,000	34'	CATALINA	S. Cal.	90	\$69,500								
42'	PORPOISE KETCH		67	\$60,000	34'	OLSON		89	\$49,500								
41'	MASTER MARINER		85	\$99,000	34'	HUNTERS	2 from	39	\$38,800								
41'	CUSTOM STEEL		60	\$60,000	33'	ARCO		60	\$10,000								
41'	FORMOSA		74	\$42,500	33'	BRISTOL		69	\$26,500								
40'	MORGAN			\$61,500	33'	GURNEY HUISMAN		68	\$35,000								
40'	C&C		81	\$69,500	33'	MORGAN		75	\$24,700								
40'	CAL		64	\$55,000	33'	PETERSON			35,000								
39'	CHINESE JUNK		66	\$54,200	32'	MARINER KETCH		70	\$24,900								
39'	CAVALIER		80	\$75,000	32'	CENTURION	2 from	19	\$19,000								
39'	CAL		71	\$55,000	32'	CONTESSA		81	\$34,000								
39'	WESTSAIL			\$115,000	31'	PEARSON		79	\$30,000								
38'	CATALINA		79	\$38,000	31'	C&C		75	\$11,500								
38'	MORGANS	4 from		\$64,000	30'	CATALINA		76	\$19,500								
37'	IRWIN CC		80	\$64,000	30'	BABA		83	\$62,500								
37'	HUNTER		88	Inquire	30'	ISLANDERS	2 from	25	\$25,900								
37'	FISHER		80	\$110,000	30'	NEWPORT III		82	\$27,500								
36'	CHEY LEE clipper ketch			\$32,000	30'	CAPE DORY MS		87	\$89,000								
36'	ISLANDER		80	\$58,000	29'	CAL		70	\$13,000								
36.5'	PEARSON		79	\$59,500	29'	ISLANDER		67	\$11,800								

POWER				
61'	STEPHENS FOMY		70	\$340,000
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52'	STERN+WHEELER		83	\$69,000
46'	CHRIS CRAFT			\$68,000
44'	MARINE TRADER		78	\$120,000
43'	GRAN MARINER		78	\$72,000
42'	MATTHEWS		56	\$35,000
42'	CHRIS CRAFT		69	\$60,000
40'	CHRIS CRAFT		68	\$39,900
40'	FISHING VESSEL			\$59,000
36'	CROWN CUSTOM		80	\$48,500
34'	SILVERTON		90	\$89,000



**1938 ORIENT 64' CUTTER**  
Built by Win On Shing Shipyard in  
Hong Kong. Teak planking, bronze  
fastenings. Classic.  
Asking \$195,000.

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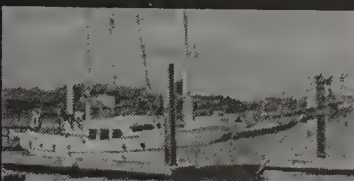


**64' SPARKMAN & STEPHENS** Built by Burger. Alum. structure & spars, teak decks, Hood Stowaway rig, 14' beam, luxurious, powerful. Asking \$380,000.

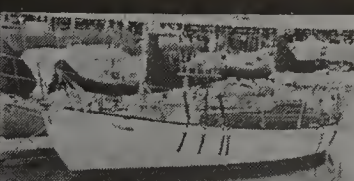


Berthed in Mexico

**62' M/S cutter ketch.** 6 cyl. Garden dsl, AP, genset, radar, VHF, 2 steering stations, 3K mi. range under power, great sailer, air, watermaker, etc. \$225,000/Offers.



**54' CT KETCH.** Diesel, full electronics. All amenities including bow thruster, RIB dink, etc. \$179,500/offer.



**INGRID 38'.** Heavy fiberglass hull, strong world cruising ketch by Blue Water Yachts. Dsl, lots of teak, comfort & safety. 44' LOA. Asking \$55,000.

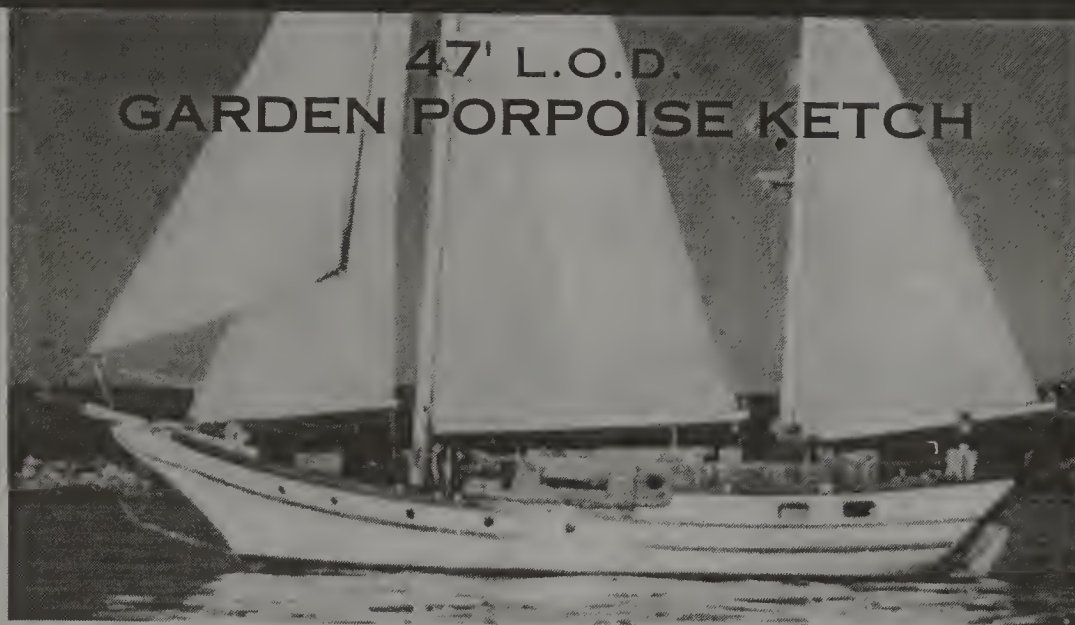


**RANGER 33.** 1/B, B sails including spinnaker, wheel, new interior, very nicely upgraded and in outstanding condition. Asking \$24,500.



**SKOL MOTORSAILER.** Donish, dsl, center cockpit, double-ender, copper fastened, strong, roller furl, cutter rig, more. 31' 6" LOD, 38' LOA. \$34,800/offer.

OFFERS ENCOURAGED ON ALL VESSELS!



## 47' L.O.D. GARDEN PORPOISE KETCH

### RARE AFT STATEROOM DESIGN

• Diesel • All teak • Gorgeous interior • Pot Belly fireplace – A beautiful, well equipped yacht.

Asking \$75,000



**19' CHRIS CRAFT CAPRI.** Classic varnished mahogany runabout. 350 CID V8 & custom heavy-duty trailer, full cover, exc. cond, fast. Asking \$12,500.



**32' WESTSAIL** Cruising Cutter. Diesel. Strong, heavy built glass trunk cabin model double-ender. F/G dinghy. Knotlog, VHF, etc. Asking only \$42,000/offers.



**43' RICHARDSON.** Twins, good looking, well maintained, well equipped and ready to go. Asking \$32,500/offer.

<b>SAIL</b>			
74' MORGAN custom PN yawl, awesome world beater	675,000	28' FELLOWS & STEWART Gaff ketch, dsl, clean	20,000
50' CAMPER NICOLSON perf. cruiser, outstanding condition	Ask 52,000	27' CATALINA, dsl, loaded	10,500
47' 30 SQUARE METER Sloop	13,900	27' CATALINA, O/B, perf. starter boat, outstanding condition	6,900
46' STAYSAIL SCHOONER, nice	69,000	27' NEWPORT S, 1/B	12,500
46' STEEL KETCH, dsl, ultra strong world cruiser	Ask 63,900	26' CNEOY LEE Frisco Flyer, 1/g	8,750
45' ALDEN M/S Kitch, dsl	90,750	26' COLUMBIA MkII	6,000
43' STEEL PN KETCH, dsl, Outch built, just replated	79,000/offer	26' PEARSON Slop, O/B, nice	6,000
39' CAVALIER, Sloop, dsl, nice	75,000	26' PEARSON COMMANDER	4,000
38' CHANNEL CUTTER Slop, dsl	22,500	24' C&C Slop, O/B	8,000
36' ISLANDER FREEPORT, in WA	69,000	24' COLUMBIA, new O/B	2,900
34' HANS CHRISTIAN HANSA	84,500	24' SEAFARER Slop, O/B, sharp	4,500
33' COLUMBIA Slop, dsl, clean!	33,000	24' WINDWARD/RHODES, O/B	6,900
33' COLUMBIA SABRE, O/B, trlr	9,450	24' WINDWARD, 1/B, glass, full keel	6,900
33' RHODES WINDWARD, nice	29,000	24' 1/BOATS w/O/Bs	\$,000-6,500
33' TRADEWINDS M/S, teak, dsl AK/Hawaii vel	Try 19,500	23' CLASSIC 31 slop, 1/B, solid	3,250
33' TARTAN TEN, Kevlar sails	15,000	22' MacGREGOR, pop-top, trailer	2,750
32' ROYAL Cruiser, 1/B, classic	12,500	22' COLUMBIA, O/B	Try 1,900
30' CATALINA, dsl, new interior	22,500	22' TANZER Slop	4,250/offer
30' NEWPORT, 1/B, ready to go	11,500	20' CAL, O/B, sloop	1,500/offer
30' C&C MEGA 30	12,900	<b>POWER</b>	
30' KHARR, O/B, good inventory	9,900	70' FANTAIL M/Y	149,500
30' SEABIRD Yawl	7,500	65' CHARTER YACHT	275,000/offer
29' CAL 229, very clean	17,000	65' WHEELER M/Y, '31	95,000/offer
		52' STERNWHEELER, lbrd	76,000
		46' CHRIS CONNIE, dsl, loaded	69,000
		43' MATTHEWS F/B, '65, VBs	57,500

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**27' REGAL CLASSIC 233** w/trailer. Like new. V8, VHF, depth, head, shower, etc. 1993 mod. w/less than 100 hrs use. Asking \$45,000.



**SPIDSGATTER, KERMIT PARKER'S PERSONAL YACHT.** Numse, 28' dbl end, dsl, champion Master Mariner. Own a legend! Asking \$18,000/offer.

On Hwy 101

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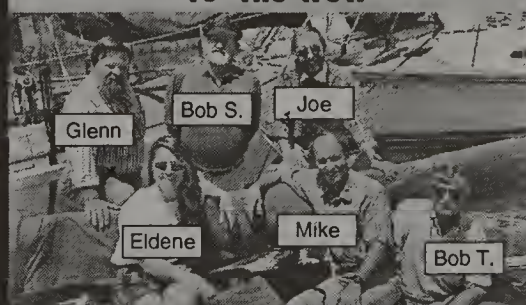
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**HISTORIC MONTEREY TRAWLER 28'.** Fisherman's Wharf classic w/modern dsl & full electronics. Asking \$12,000 w/electronics, \$7,500 w/o.

We would love to sell your boat – just call!

### NorPac welcomes Mike Robb to 'the crew'

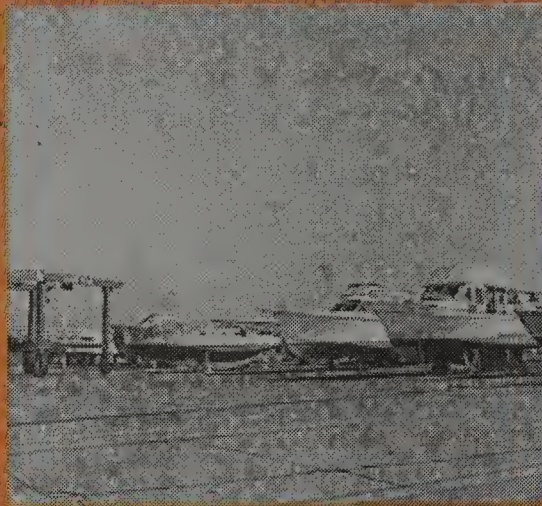
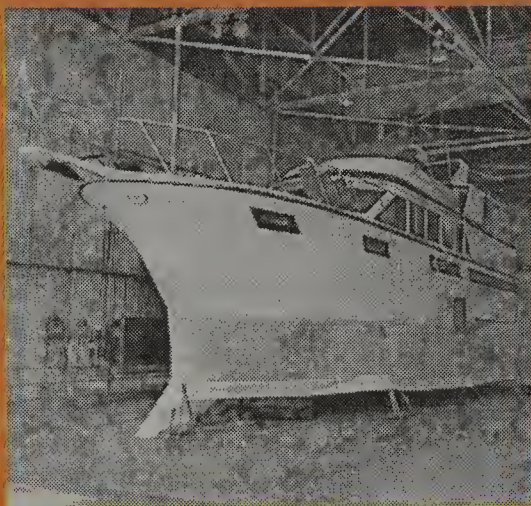


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